

Rare titles: Somerset/Grafton/Sutherland

NEW DEAL ON DUKES

THE three Duke class frigates to be built for the Royal Navy as a result of a newly-announced contract are to be named HM ships Somerset, Grafton and Sutherland.

A fixed-price contract for the three goes to Yarrow Shipbuilders on the Clyde, and construction of the first starts in the second half of this year.

Patrol ship purchase off the ice

THE Government is to purchase HMS Polar Circle as permanent replacement for HMS Endurance as the Royal Navy's Antarctic patrol ship.

The Polar Circle, which will return to home waters in May on completion of this season's patrol, will retain that name for the rest of the deployment.

It is planned that the Admiralty Board will reach a decision on a permanent name by the time she returns to the UK.

The 5,000-ton ice-breaker replaces the 32-year-old Endurance, whose programme she is undertaking, including working in support of the British Antarctic Survey and carrying out hydrographic and meteorological work.

For this Antarctic season the Polar Circle was chartered from the Norwegian Rieber Shipping Line, and a work package was carried out at Portsmouth before she sailed south.

As the contract with the shipbuilder represents less than half the total estimated cost of the frigates, the larger part is made up by the range of specialised equipment needed for the ships.

Some of these contracts have yet to be awarded but among those already known are: the ships' 4.5-inch gun will be ordered from VSEL; machinery control equipment from Vosper Thornycroft; and vertical launch Seawolf missiles from British Aerospace. The two Spey gas turbine engines for each ship will come from Rolls-Royce; main gearing from GEC; and diesel generators from Paxman Diesels. The shipbuilder will also have many sub-contractors.

The order — total value of which will approach £400 million — brings to 13 the number of Type 23 frigates ordered since 1984. Four are already in service and six more under construction.

Of the names chosen for the new ships only one has been used by the Royal Navy this century. This is Grafton, with eight previous ships of the name including a 7,350-ton cruiser (1892-1920); 1,335-ton destroyer sunk off Dunkirk in 1940; and 1954 Type 14 anti-submarine frigate which eventually went on the disposal list in the mid-70s.

Reference books show the only previous Somerset as a 3rd Rate dating from 1748, although there were two earlier 3rd Rates in the 18th century

named Somerset.

There have been two previous Sutherlands — both 18th century 4th Rates, one of them having originally been named Reserve.

Forced march for Centurion?

SOARING repair costs at HMS Centurion, the Royal Navy pay, records and drafting establishment at Gosport, have prompted a comprehensive survey to be undertaken regarding its future location.

Projected maintenance costs for the buildings, opened 22 years ago, are such that it may be more cost effective for Centurion to move elsewhere — St. George's Barracks and the Royal Clarence Yard, both in Gosport, have been mentioned as possible sites.

The professional survey is currently considering many options and a decision is expected early next month. Whatever the outcome, it is not expected that any redundancies will be imposed among the 650 service and civilian employees at the base.



Trouble by the Kilo...

FURTHER military expansion by Iran has given a new edge to the Royal Navy's presence in the Gulf, still facing a continuing threat from Iraq, Defence Secretary Tom King has warned.

On a flying visit to HMS Sheffield (see also page 17), currently leading the Armilla Patrol with HMS Birmingham and HMS Hermione, he said his whistle-stop tour of the Allied Middle Eastern states was designed to look over the region's security arrangements. It would probably result in "significant continuing contracts" for British defence equipments.

There were reports that Russia may supply large numbers of tanks to Iran under deals signed four years ago — and Kilo Class diesel-electric submarines, which the Sheffield's

commanding officer, Capt. Chris Roddis, said underlined the need for maintaining the patrols.

Mines

Mines remained a threat and all the ships kept a constant watch for them. There were still sunken ships and defensive mines at the entrances to Iraq's waterways — but at the same time no trade was passing to Iraq through the Gulf while United Nations sanctions continued.

● Above: HMS Hermione on patrol in the Gulf — picture by PO(Phot) Stuart Antrobus.

Double blow!

L/Cpl Bugler Andy Travis borrows a stethoscope from his namesake to get the full benefit of Medical Technician Andy Travis's strictly amateur horn solo.

Confused? Her Majesty will be next time she sails in HMY Britannia, in which both are now serving. Picture: LA(Phot) Dave Hunt.

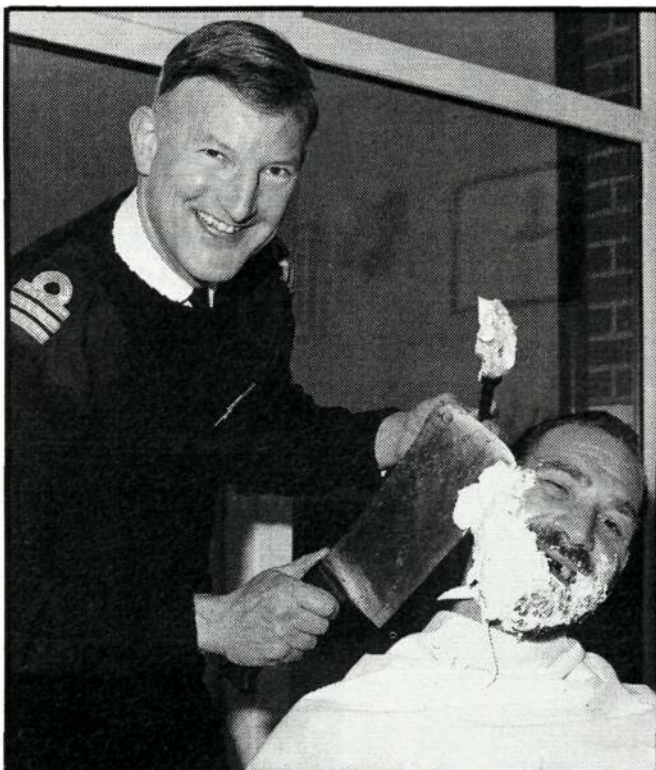




Helping Hands



In brief



FACING THE AXE

LSTD Smudge Smith had a close shave when the executive officer at RN air station Yeovilton, Cdr. John Havill, wielded the cleaver to shave off his beard — and all for Children in Need. The hair-raising experience was one of many events organised by the air station, which raised over £1,500.

Bikers clock up the pounds



LEADING the way ahead for the RN Motorcycle Club's annual tour of the 17 naval and RM establishments throughout the country in aid of Children in Need is CPO Dave Moore, riding a 1000cc Kawasaki GTR.

Members of the club set off from HMS Sultan and visited the bases where leather-clad bikers rattled collecting tins under the noses of unsuspecting

sailors in establishments as far south as Cudrose and as far north as Prestwick. All fuel for the long jour-

ney was provided free of charge by BP. Sport for Television provided three 1000cc Kawasaki GTRs, The Three Cross Motorcycle Club loaned a 1200cc Triumph Trophy and BMW a R80 GS and a R100 GS.

The club attracted a great deal of publicity during the six-day tour and beat last year's total by raising £8,000. Rear-Admiral James Carine, the club's patron, later presented the money during the BBC's televised appeal.

A SERIES of events at HMS Collingwood ensured that a massive total was raised for Children in Need.

A 24-hour volleyball competition proved popular, while a "soak-a-sailor" stall gave ratings the opportunity to throw wet sponges and buckets of water at their senior officers.

Gunnery staff also came under fire when their wives turned up at Collingwood and paid for the honour of hosing them down.

Mrs. Maureen Walters, a civil servant working in the establishment, organised a raffle, penny jar and bucket collections and an "illegal" car parking system brought in money from fines which raised Collingwood's final total to £3,000.

At the RN Caterers' Food Safety Symposium and annual dinner, held in the WO's and SRs' Mess in HMS Raleigh, £524.50 was donated to the appeal.

The annual event provided an opportunity for the 50 midshipmen of Bristol University RN Unit to raise some money for charity and have fun at the same time.

An evening of sponsored events raised £400 and the cheque was presented to the BBC by Midshipmen Anthony Legge and Paul Gorman.

Training Divisions in HMS Raleigh were held in fancy dress in aid of the appeal and after paying a 50p fee all the trainees, their instructors and their Training Commander, Cdr. Adrian Johns, turned up out of uniform, raising over £250.

Dressed in full uniform parade staff from Raleigh also did their bit by running their assault course. The team, led by Lieut. Reg Bell and PO Johnno Johns, raised over £400.

Due to lack of space some Helping Hands reports have been held over until next month.

Pulling power

TOOTH fairies, "drawn" from the dental department in HMS Drake, took part in a 12-hour sponsored triathlon using jogging and rowing machines and an exercise bike in the fitness centre.

The 24-strong team raised £650 for Children in Need and pictured at-

tempting to "row their boat ashore" are LW(DSA) Helen Rust, Lieut.-Cdr. Janet Sutton and POWREN(DH) Mary Norris.

Picture: LA(Phot) A. White.



Sam salutes Ariadne

RADIO One DJ Gary Davies and former Sun Page Three Girl, Samantha Fox, met HMS Ariadne when she berthed alongside HMS Belfast during a visit to London.

Gary Davies presented the final 20 minutes of his "Bit in the Middle" show on board the Ariadne as part of the Children in Need Appeal and commanding officer, Cdr. Les Sim, presented him with a cheque for £500 collected by the ship's company.

● Pictured with Sam and Gary are, from left, MEM(M) Gorby Micallef, ASA Tuck, MEM(M) Marmite Saul, RS Andy Belfitt,



RO Russ Beard, Sub.-Lieut. Tom Lee and CY Steve Quinn; front, S(OPS)

Mac McKenzie, LSTD Sam Hart, RO Mick Briscoe and RO Andy Jenkinson.

MOD'S MONEY

AFTER an hour's furious activity around the corridors of MOD Main Building Cdr. John Eldridge, Vicki Murray and Joan Witherspoon drew a bucket full of money — £272.43 in all — for the Children in Need Appeal.

"The short-notice plans are always the best," said Cdr. Eldridge. "It was a spur of the moment decision and we were pleasantly staggered at people's generosity!"

Wash and brush up at Port Solent

GETTING right down to the bottom of the problem is Chief Diver Eddie Kerr who, along with 35 other clearance divers from the RN Diving School (MDT Department of SMOPS), volunteered to give the boats in Port Solent Marina a good scrub for Children in Need.

The team, led by Lieut.-Cdr. Phil Burrell, cleaned the hulls of 55 yachts and raised over £1,300.



Anglo-French ship project takes shape

BRITAIN and France have agreed to carry out 18 months of exploratory work on a joint project for a future anti-air warfare frigate to enter service early in the next decade.

The new frigate would be equipped with anti-air missiles of the FAMS programme, and its task would be escorting maritime forces in the Atlantic or elsewhere.

A number of difficult issues will need to be addressed during this phase of the work, but both countries recognise the potential benefits of co-operation through standardisation, rationalisation and inter-operability of equipment, the Commons was told.

A final decision on whether to develop the Anglo-French frigate is due to be taken in 1993.

● A £2.5 million contract has been placed with YARD Ltd. to carry out a project definition study into the replacement for the assault ships HMS Fearless and Intrepid.

Last of Leander refits

THE LAST ship to have been built at Portsmouth Dockyard has been re-dedicated there, following a 17-month, £25 million refit at Rosyth.

HMS Andromeda, launched in 1967, is the last of the Leander class frigates to undergo refitting, the majority of her sister ships having paid off.

Russia honours artist

ARTIST Ian Fraser, an Arctic convoys veteran who painted at sea throughout his war service, now has his work displayed in the Moscow State Maritime Museum.

He was commissioned by Admiral Vladimir Mikhailin, the head of the Russian Veteran Naval Officers Club, to produce an impression of a convoy in action — and travelled to Moscow to present it, together with a goodwill message from First Sea Lord, Admiral Sir Julian Oswald.

The reception at the museum was covered by Moscow State television and showed the former radio operator being decorated with four medals for his services in Northern Russia in 1941-43.

Greener Guzz

Over 100 trees and shrubs have been planted throughout Devonport Naval Base as part of a scheme carried out with the charity Men of Trees.

Gulf mines still a hazard

A YEAR on from the Gulf War the Royal Navy continues its presence in the area with the three ships of the Armilla Patrol — currently the destroyer HMS Birmingham and the frigates HMS Sheffield and Hermione — protecting British shipping and interests and helping to maintain United Nations' sanctions against Iraq.

Whilst very few Iraqi vessels are sailing, mines in the Gulf waters still remain a hazard, and regular mine watches, with lookouts on the bows, are everyday features of life on board.

Close contact is maintained with the other allied navies operating in the Gulf and every opportunity taken to carry out exercises with them.

Ministerial tour

Defence Secretary Tom King, carrying out a tour of Oman, United Arab Emirates, Saudi Arabia and Kuwait, making a brief visit to HMS Sheffield.

● A well-produced book "A Gulf Record" gives comprehensive coverage of the work of the Royal Navy Task Force 321.1 during the war.

Illustrated with many previously unpublished photographs, it has been produced by Captain Toby Elliott, commanding HMS Brilliant during that period, as a souvenir for members of the Task Force.

A limited number of copies are available, priced at £6.95 (inc UK post.) from Maritime Books, Lodge Hill, Liskeard, Cornwall PL14 4EL. All profits from the sale go to the King George Fund for Sailors.

Time called on the bells

OVER 1,000 bids for the latest batch of 200 surplus ships' bells — closing date was January 31 — have caused a headache for their custodian at Bath.

"These sales only happen once in a blue moon — but the response has been far stronger than for those previously recorded," said John Hitchings for DGST(N).

"This time when we advertised in Navy News it got picked up by the national Press, so there are going to be lots of disappointed people."

Many of the bells are engraved with the names of children christened on board. Other personal considerations mean applicants are judged solely on merit — though many are prepared to offer more than their fixed prices, ranging from £1,200 down to £20.

● Left — Wren Writer Sharon Whittaker buffs up a selection of the bells kept in store at Portsmouth Naval Base.



Comms pitch on Quorn

HMS QUORN has become the first winner of the Minor War Vessels Flotilla Communications Trophy, the Redifon Salver, awarded for the first class results throughout a very busy operating period.

The Rosyth-based mine counter measures vessel has recently returned after serving with

NATO's Standing Naval Force Channel in Northern European waters.

During this deployment HMS Quorn has taken the opportunity to maintain her liaison with Queen Alexandra's Royal Naval Nursing Service — the QARNNS — with visits from staff at RNH Haslar, and from Matron-in-Chief Jane Titley.

Rescue off Start Point

HMS IVESTON helped save a crippled freighter from the shipwreck black spot of the rocks off Start Point, where her engines broke down in a Force 10 gale.

The Ton Class mine countermeasures vessel put a cable across to the 1,600 ton coaster Janet C and used her powerful winch to pull her away from the rocks while the Salcombe lifeboat stood by.

Meanwhile a Sea King helicopter from the RN air station Culdrose hovered overhead, ready to hoist the seven-man crew to safety if the cables broke.

Later the Janet C, carrying a cargo of wheatmeal to Ireland, was towed into Torbay by the civilian tug Anglian Lady.

'A mothball attack'

IF Taranto was the Fleet Air Arm's finest hour, the "Channel Dash" action of 50 years ago this month was no less heroic, even though it met with failure.

Indeed, when Lieut.-Cdr. Eugene Esmonde led six Swordfish of 825 Naval Air Squadron out of RAF Manston to attack the battlecruisers Scharnhorst and Gneisenau and the cruiser Prinz Eugen, he knew his mission was suicidal.

Careful examination of tides, currents and weather forecasts decided the Germans that their powerful capital ships holed up in Brest had the best chance of a breakout through the Straits of Dover to their home ports on February 12.

The British had assumed they would try a night passage — which would have favoured the Swordfish, as at Taranto. As it turned out, it was daylight and the ships had already reached the crucial area before they were detected.

They had a huge escort of six destroyers, 15 torpedo boats and over 250 Luftwaffe fighters — and Esmonde led his attack into a dense wall of shellfire and cannonfire. All six Swordfish were shot down, none of them hit their targets and only five of the 18 naval aircrew survived.

Four of them will be guests at RAF Manston on the anniversary this month together with members of the Esmonde family — he was awarded a posthumous VC for his role in the action — and later two Sea King helicopters of 707 Sqn will fly out to the RFA Olva to drop a wreath near the scene.

Best of all the tributes paid at the time came from Admiral Ciliax in the Scharnhorst, who wrote it had been "a mothball attack by a handful of ancient planes, piloted by men whose bravery surpassed any other action by either side that day."

● Scharnhorst during the epic "Channel Dash" through the Straits of Dover. Inset: Lieut.-Cdr Eugene Esmonde VC, DSO.



Counting the cost with your draft chit

You may have noticed that some Draft Orders nowadays have more detail on them than bank statements — this is largely due to the need to account more accurately for the Navy's manpower. Whether you are in a complement billet, on PJT, Career Course or whatever, the appropriate budget has to be charged, which Drafty does through the "PQ number" system — notice that each line of the draft order always has one of these numbers on it. It is particularly applicable to WE ratings, with their long PJT commitments involving several moves between establishments, or even within the same establishment, and the reason why several lines often appear on one draft order is simply to ensure that the correct budget receives the bill for your services.

As the financiers start to take charge, you could find yourself unceremoniously invited to vacate the establishment immediately on completion of your course, so as to pass your cost on to someone else as quickly as possible.

But do spare a thought for the extra workload this has placed on the Drafting desks. One well established Drafting Officer recalls with tears in his eyes the long forgotten days of handwritten draft chits, when life was so much easier...

Cutting back on PJTs

Most WE sea billets require PJTs — ranging in length from a few days up to many months, and there are nearly 300 Collingwood and commercial courses to choose from. With a lead time of up to 15 months due to course dates, it's not surprising that it is sometimes impossible to programme in all the courses you need before joining.

Strenuous efforts are being made to whittle down the PJT requirement, but in the meantime Drafty continues to do his best to ensure that the major courses are undertaken, especially for the singleton maintainers in ships where they have no other experienced shoulder to cry on. This does mean however that some maintainers will not get the complete package, and anything ships can do by critically examining their requirements to ensure that only the essential

PJTs are called for, will help.

When arranging PJTs, Drafty's aims in order of priority are:

1. Arrange all PJTs to be completed before joining the ship.
2. Arrange longest courses first, and before joining, then programme the remainder for "ship to release."
3. For any courses not available in timescale before joining, ship to arrange directly with training establishment as convenient to programme.

State of the rosters

Current roster waiting times are:
to LWEM(O) 14 months
to LWEM(R) Dry
to POWEM(O) 16 months
to POWEM(R) 11 months
and for Artificer Candidate Course, waiting time is between 25-32 months from the end of Killicks course.

The lack of promotions in general service to CPOWEM(O) and CPOWEM(R) and nil selections for CCWEA at the Autumn Boards was in no way due to the quality of the candidates, but a reflection of the fact that with a falling manpower requirement, a much lower level of notice giving, and the early promotions of previous years, there were simply no vacancies on this occasion. Sad, but there is it.



Revenge is not so sweet smelling

In HMS Collingwood to give a routine drafting lecture recently, the Ordnance Drafting Officer Lieut.-Cdr. Les Moores, was "thanked" for his efforts by being hosed down and dunked in green smelly slimy water! All in a good cause however, as part of a fund-raising event for the Children in Need appeal. It was clearly enough to warm the cockles of many a non-preference's heart, and one aggrieved soul actually paid £15 for the privilege of manning the hose. To cap it all, the visits was recorded as 1PRE!

NN Drafty on the Weaponeers



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HNC recognition back on line

Since 1981 WE Artificer training at HMS Collingwood has been recognised by the Business and Technician Education Council (BTEC), and training in the Technical and Application Schools has attracted the award of the BTEC National Diploma and National Certificate respectively.

Earlier news announced the withdrawal of recognition of the HNC due to changes in BTEC requirements. The good news is that this is no longer the case, and full recognition will now continue as a result of changes which are being made to the course beyond the break point at HMS Collingwood and the Submarine Schools. All WE artificers who complete training will therefore continue to be eligible for the award of both the BTEC National Diploma and the Higher National Certificate.

WE DRAFTING TEAM

Drafting Commander and WE Warrant Officers' Appointer: Cdr. Colin James (ext. 2524).
Apps/Art Can/Office Manager: CWREN Sue Bailey (ext. 2520/2524); WEM Dan Maskall (ext. 2520).
Ordnance/WD/OC Drafting: Lieut.-Cdr. Les Moores (ext. 2511); POWREN Sharon Goodwin; LWREN Ann Miskimmin; WTR Nobby Clarke (ext. 2529/2511).
Radio/AD/CEW Drafting: Lieut.-Cdr. Les Maddock (ext. 2525); POWREN Linda Buttle; LWREN Sue Collis; WREN Hazel Nicolson (ext. 2527/2525).

First impressions

LAST October saw the departure of Cdr. Richard Jenkins to HMS Collingwood, and the arrival of the new WE Drafty, Cdr. Colin James from the Ministry of Defence. Initial impressions from the new boy are amazement at the juggling act which Drafty has to perform, and even more amazement at the range of subjects on which Drafty is expected to be a world expert. The juggling act consists of balancing the need to achieve a high percentage of first preference drafts, complying with the rules of BR14 (Drafting Instructions) and meeting long PJT requirements, all with severe shortages in some categories and overbearings in others. Enquiries fired at the drafting desks vary from statements on Community Charge eligibility to the content of GCSE courses at Boarding School. Clearly there is more to drafting than just authorising draft orders!

There are however some standard responses which can be applied to almost any situation:

"This is not a Drafting problem!" (covers most enquiries).
"We'll have another look at it" (Drafty may have got it wrong).

"Which of your friends would you like me to give him to?" (response to a ship seeking to move someone on).
Seriously though, Drafty really does try his best to help.

CALLING ALL MEA ARTIFICERS

FEEDBACK to the ME Drafting Section indicates that some confusion has arisen as a result of the item in last November's "Clanky's Corner" concerning CND's policy towards MEA Artificers under training. This seemed to imply that POMEAs would be drafted from their training ships as soon as they had attained their watchkeeping qualifications. The suggestion was that training for PQE should continue ashore thus allowing bunks to be released for those more junior in the training pipeline.

The ME Drafty wishes all those involved to be assured that the policy is to leave POMEAs in their ships until fully qualified for CPOMEA and if possible to give them time at sea to consolidate their training before being drafted ashore into shore billets. Individual circumstances and ship programmes may dictate that this policy cannot always be strictly adhered to; Drafty will however always do his best to ensure that the wishes and needs of the individual are given the fullest consideration. However, with the reduction in training billets available it will be even more important for the results of fleetboards for PQE to CPOMEA to be forwarded in timely fashion.



Facts & figures

Length: 153ft. Beam: 28.8ft. Displacement: 440 tons. Ship's company: 32. Main machinery: Two 3,000 bhp Paxman Deltic 18A-7A diesels. Structure: Double mahogany hull on aluminium frame. Active rudders for precise manoeuvring while minehunting. Speed: 15 knots. Range: 2,500 miles at 12 knots.



Kellington — friend of the environment

PAYING off in September, the Coniston class minehunter HMS Kellington is anything but languishing... She will continue to pursue her Fishery Protection Squadron duties and carry out visits, including one to her affiliated town, Whitby.

Only recently she has called in at Swansea, Liverpool and Jersey and has exercised with Sea Kings from RN air station Culdrose and the Sennen Cove Lifeboat, being featured on BBC (South West).

In all, 118 Ton class vessels were built, originally as mine-sweepers. The remaining handful, also including minehunters, are all seconded to the Fishery Protection Squadron.

Yorkshire

HMS Kellington is the first Royal Navy ship to bear the name of the small village east of Ferrybridge, Yorkshire. She was laid down in January 1954, launched 10 months later at the William Pickersgill and Sons yard in Sunderland, and commissioned in November the following year.

Initially based in Malta, temporarily with the 108th MSS, she sailed as far as Mersin, Turkey, before returning home.

Since, she has served with MCM4, MCM10 (RNR) and now MCM3.

Her look and form have altered somewhat over the years. The original open-top bridge has been covered, with the wheelhouse to the bridge. Today equipped with the 1006 I band navigation radar, the Kellington in the past has had both the 974 and 975.

When she was converted to a hunter in 1969, her Mirless JVSS12 diesel engines were replaced by two Paxman Deltic diesels. Her main armament is the Bofors 40/60 Mk 3 gun with a rate of fire of 120 rounds per minute. In her mine hunting role, the ship uses her Type 193M hull-mounted sonar to

locate the mine.

Divers then position an explosive charge close to the mine, retreat to a safe distance, and explode it. The Kellington also has a mechanical sweep capability, using the Single Orepea, Double Orepea or Armed Team sweep methods.

Her primary role today, however, is fishery protection. Fishing vessels are identified, boarded and inspected in accordance with EC regulations, to enforce conservation measures. These regulate size of nets, fishing gear and type and size of catch.

In this way HMS Kellington is playing a vital role in protecting the country's fish stock and proving herself "environmentally friendly".

Putting the muscle into Ag and Fish? HMS Kellington (above) is part of the Fishery Protection Squadron — oldest squadron in the Royal Navy — and with her sister vessels operates under contract to the Ministry of Agriculture, Fisheries and Food. The Squadron helps ensure EC fishery regulations are followed to protect the sea's harvest.

POSTCARDS of Ships of the Royal Navy are obtainable at 50p each (minimum order £1.50) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced at £5.50, and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1956.

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WE'LL TREASURE IT, THANKS

A BIG wheel in Grimsby — this one, a trophy from the Gulf War, was presented by HMS Brocklesby to the residents of Nelson House in gratitude for their "outstanding support" during the ship's eight months away clearing Iraqi-laid mines.

A sadly neglected survivor of the shelling of Kuwait, the wheel had been "liberated" from a laid-up ship in the port.

Refurbished

It was refurbished and restored by members of the ship's company after spending six weeks lashed to the sweep deck on the return voyage to the UK.

Commanding Officer Lieut-Cdr Simon Snowball and LS Shaun Wellings are seen here handing over their gift at the sheltered housing unit which was opened during an earlier visit by HMS Brocklesby in 1990.



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Mascots to hold reunion

ON Monday, May 25, Cambridge Veterinary School and its own charity CAMVET is holding an open day to help raise funds for a new £2 million Small Animal Hospital. Thanks to the generous British public we have recently built an animal cancer treatment unit costing over £1 million, shortly to be opened by the Duke of Edinburgh.

Along with the many other attractions arranged for open day, we would like to bring together as many HM Forces animal mascots, either official or otherwise, as possible.

I know that ships' pets are no longer officially allowed, but if shore establishments have any

or ships keep any ashore, I would be most grateful to hear from them.

As far as I know there has never been an attempt to get all Forces animal mascots together before. — J. H. E. Moyle, Animal health technician, University of Cambridge, Dept. of Clinical Veterinary Medicine, Madingley Road, Cambridge, CB3 0ES.

Where are our WO2s?

I WRITE in support of the "Band of Brothers" letter (December).

My question is, "How long will it be before we see WO2s in the RN?" The Armed Services are, we understand, assessed for pay and pensions using the "Band of Brothers" concept. If this is the case, where are the Royal Navy WO2s?

Whether this should involve Charge Chief Artificers I would not wish to say. But perhaps the following points may be of some use to Review Bodies of the future.

In my present job I have often met Army technical staff who have been interested in what I do. After an explanation, they usually reply suggesting it is the same job their WO2s and ASMs (Artificer Sergeant Majors) do.

The reply to the "Band of Brothers" letter says the title Charge Chief recognises special command status (with a higher rate of pay), "but for other military purposes the rank CCPO is considered equivalent to a CPO." A contradiction in terms for anyone who has ever been a Charge Chief.

Anomaly

I was advanced from the rate of CPOMEA to the rate of CCMEA but remain a CPO. I have therefore been rated CPO twice without a disrating in between. This would appear to be a total anomaly because when I inspect my pay statement I see my seniority date is dated when I passed my Charge ticket, not the date when I was advanced to CPOMEA.

If a Charge rate is a skill adqual, which is the reply I have seen printed in the past, why should a Form B13 be issued? No such form was issued when I attained the skill adqual of ship's diver, for which the badge is worn on the same sleeve.

And why does the Charge badge (skill badge) closely resemble a military WO2 badge? It even contains half a naval Warrant Officer's badge. — CCMEA, Devonport.

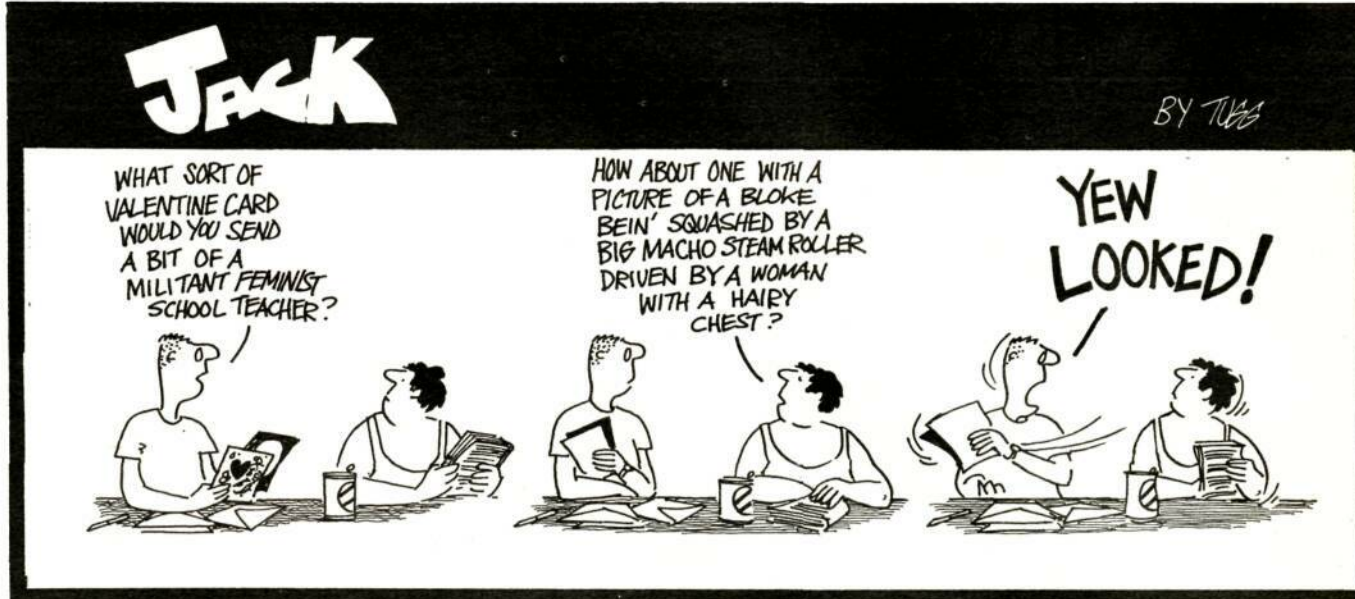
Cup a teaser



I AM trying to trace the history of a large silver cup belonging to HMS Defiance and inscribed, "To the Glory of God and in Remembrance of the Officers, Ship's Company and WRNS of HMS Defiance."

Any details on who commissioned the cup, what it was used for and when it was made would be gratefully received. — I. Eglin, Chaplain, Second Submarine Squadron, HMS Defiance, HM Naval Base, Devonport, Plymouth.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.



Letters



Young, single and paying for it!

SINCE joining the Royal Navy I have been subject to discrimination. To stop pulses racing, I am not referring to racial discrimination but to age and marital status.

I joined the RN at the age of 16½ under the OE1 scheme, uncommitted but with bonuses for time done. Why did I have to wait until the age of 18 before my time started to qualify for these bonuses? Instead of receiving my first bonus after serving 4½ years I received it after 6 years — a year-and-a-half after my compatriots who joined up with me but at the age of 18.

We all join the Navy, so why do some of us have to serve longer than others to qualify for these "perks", bonuses, pensions and GCBs. Discrimination I say!

"Ah! You're still under 'parental guidance' until the age of 18" is your answer. So what! We're still doing the same job as our counterparts who joined up with us but happen to be 18 or over. We still

serve in ships; we're part of the team.

Then there's the matter of the Pay Review Body's decision to treat single people the same as married personnel. "Terrific" cried the single people. Oh, if only it was true!

A draft from Portsmouth to Plymouth. Moving expenses, I thought to myself. "Sorry mate you don't qualify", was the answer. I must do, I thought, especially under the new single person allowances. If I was married then I'd qualify. In fact single people qualify — but only if over 25. So there I was — single and under 25 — no moving expenses. Discrimination.

Victimised

A draft from Plymouth to Portsmouth non-preference. I own my house in Plymouth — as encouraged by Government, etc. Surely with a mortgage to pay in Plymouth I'll be exempt from accommodation charges. The answer, "Single mate?" "Well, yes — but over 25", I reply. "Makes no difference you've got to pay", I'm told. Does a married man pay accommodation charges? No! He doesn't even pay as much for food as a single person.

So why should we single homeowners be victimised for purchasing property, especially when we've been drafted away from our "home" areas through no fault of our own? Discrimination is the concluding answer that comes to mind. — N. B. Jones, CPOMEA, Portsmouth.

● In a general comment DDNSC(Pay) said, "In English law a 'young person' does not become an adult until reaching age 18 which is the reason why they are not allowed to vote. The Royal Navy is complying with this law in their treatment of 'young persons' including

acting 'in loco parentis'.

"Regarding the point on bonuses, targeting measures including bonuses are used to try to retain people beyond the stages in their career when they would normally think about leaving — the timing of the bonuses is judged on age rather than previous service."

"While there are still differences in the treatment of single and married personnel, perhaps the writer will agree that great strides have been made in recent years to improve conditions of service for single Servicemen and women, including LSSB, LSAP and removal benefits. We are constantly trying to increase the benefits available and improve on those already in existence."

Thorough grounding

FINDING your article on HMS Dryad's OOW training "Watch this Space" (December) interesting and entertaining, could I also mention another Service?

Here at St George Barracks, Gosport, we still train up to three young Army officers and six senior NCOs a year in Watchkeeping duties. They go on to become First Lieutenants or Watchkeepers in our small range of vessels and landing craft up to the ocean-going landing craft logistic (1,600 tonnes).

While our fleet is small, and our throughput low by comparison with Dryad, we seek to maintain the same exacting standards. Our syllabus covers everything from ARPA Radar to hand lead line, GPS to sextant. Yes, we still teach astro navigation — our blind faith in electronics is not perhaps what it should be!

Granted our operational training may be limited to NBCD and Damage Control, but we can claim one subject that Dryad does not teach — the skill and ability to run aground whenever and where ever the situation demands it! — D. Nicholas, Major (retd), Maritime Division, School of Transportation (Army), Gosport.

Workhorses of the UPO

HAVING managed a large shoreside UPO for three years before my current draft, I feel qualified to comment on the local acting advancement remarks by LWRENWTR (December).

On several occasions, it was necessary to give the Local Acting Leading Rate to Writers/Wren Writers who had not long finished their Part IV training. This was due to overall branch shortages and the resultant gapping of billets, and shoreside UPOs were the favourite targets due to the numbers involved.

This local acting advancement was not done on a "we're one down, so let's rate one up" basis, but had to be earned by a combination of hard work, dedication and the potential for early advancement through normal channels.

If those Able Rates had had to wait until they had attained 18 months' seniority, then the gapping would have reached unacceptable levels.

Constant shortages

As to the comment that the Able Rate is the "workhorse" of the branch, I would beg to differ. This may have been the case several years ago, but no longer. Since introduction of CBP, Review of Allowances, Review of Review of Allowances, constant shortages of training Junior Rates, and now the additional loading as a result of the adjustment of Part III training to place more emphasis on Part IV training, the burden has been put fairly and squarely on the shoulders of the Senior Rate Writers.

Perhaps the answer may be to draft the LWREN to a UPO as a Local Acting PORENWTR? Drafty please note. — A. Stewart, CPOWTR, UK Element, HQ BALTAP, NP 1004.

Dancing to another tune

OUR female counterparts wish to be "all of one company." They want to go to sea, and have been accommodated. They want naval ranks and they have got them. They want gold braid, and this is being introduced.

They have equality where it suits them, but when it comes to naval balls it is a different matter. Where the rig for naval officers is uniform, they want to go not as naval officers but as ladies in their superb ball gowns.

When tackled on the subject the staff answer was that the majority were going as guests, even

though they themselves were Mess members. For the remainder, they had the approval of the senior WRNS officer to wear ball gowns. "The age of chivalry is not dead" was added as a PS.

If ladies are given the option to go in ball gowns, why should not the men be given the option of going in dinner jackets? But surely, is not uniform proper for ALL mess members at a ball?

Are we really now all of one company or are all naval officers equal but lady naval officers more equal? — I. Inskip, Cdr. Northwood.



No. 451 38th year

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'Be wise with speed...'

— Minerva was!

HMS Minerva sails into the sunset for her last deployment before decommissioning at Easter.

Her ports of call include many sailors' favourites, including Hull, Falmouth and Liverpool for a final visit to her affiliated town of Salford.

During the 26 years since the Leander Class frigate first commissioned she has steamed over 750,000 nautical miles, burning nearly 90,000 tons of fuel.

Her speed in that time averaged out at 13.1 knots — only just over her most economical rate, which should please the accountants at Headquarters...

Participation in Operation Corporate added the Falkland Islands to her Battle Honours, now six in total. Among the many other operational tasks that the Minerva has carried out over the years were the famous Beira Patrols, when Britain was attempting to carry out an embargo against Rhodesia (now Zimbabwe).

In the best traditions of the Royal Navy time was always found for a run ashore and since the day when the White Ensign was first hoisted in her she has visited 75 different countries, many of them several times, and has been alongside in every continent except the Antarctic.

Recently the Minerva visited Bulgaria, Romania and Crete and spent some time in the Adriatic before handing over to HMS Exeter there before Christmas.

● The Minerva's sister ship HMS Cleopatra decommissioned at Devonport last month after 26 years' service.



Instow easy on gas

THE ROYAL MARINES at the Amphibious Trials and Training Unit at Instow don't waste their energy — and to prove it they've won the Royal Navy British Gas Energy Efficiency Award.

Entering the competition for the first time, the Unit was one of the few MOD (Navy) establishments to have achieved the five-year target of a 25% reduction in energy consumption set by the Navy Department, and the only one to have achieved all the set targets for 1990/91.

The total amount spent on energy by MOD(Navy) amounts to some £26 million annually, and much effort is now being made to reduce the consumption of non-operational energy. At the end of the five-year campaign aimed at cutting energy consumption by a quarter, the Navy Department has managed an overall cut of around 20 per cent — a most respectable result, according to the Directorate of Naval Infrastructure and Environment, responsible for establishing energy-saving policies.

● Another West Country establishment — the China Fleet Country Club — has also shown itself to be in the forefront when it comes to energy-saving awards.

After installing an all-electric heating and hot-water system, electronically controlled, in its 40 holiday apartments and incorporating low energy design in the building, the Club has won the South Western Electricity Business Connection BETA Award for a project demonstrating exceptional energy management skills.

Letters

Salt taste of Sevastopol

I ENJOYED reading your centre pages feature (December) on the visit of HMS Fearless to Sevastopol.

It recalled for me memories of January 1945 when I was drafted in a party of about 30 Telegraphists and Coders to the Cunard liner Franconia which was to be used as communication ship for the Yalta Conference.

A few days after arrival in Sevastopol, arrangements were made for RN personnel to go ashore as guests of the Russian Navy. We were given a tour of the fort in open transport. It was completely devastated after the German occupation.

The Red Navy had built themselves a type of Navy Club in just eight weeks, and here we were given a concert of Russian Slavonic dance and Red choir singing. We were also given a meal consisting of cold fatty salt bacon, a hard tack biscuit and a glass of vodka. The vodka had to be downed first otherwise we could not have tackled the bacon.

Communications for the conference went smoothly. Winston Churchill, Anthony Eden and General Ismay, Chief of Staff to the Prime Minister, came on board afterwards for two days rest and made congratulatory speeches before departing for duties elsewhere. Even in 1945 we had Wrens on board typing away in the Signals Office and also with the Cypher Staff. — R. Hubbard. Ex-Coder. Oadby, Leicester.

Trinco dock in detail

I WRITE to correct some of the information you have been given regarding the salvaging of the floating dock that sank in Trincomalee harbour in 1944. I was serving in HMS Illustrious on that station at that time.

About two thirds of the dock was salvaged by personnel of the East Indies Fleet under the command of Capt. W. A. Doust, RNVR, assisted by Lieut.-Cdr. G. E. Mabbot, RNR, of the Admiralty Salvage Organisation.

The account I have comes from a rare book entitled "Deep Diving" by Sir Robert Davis, managing director of Siebe Gorman Ltd. One third of the dock was badly damaged and, although raised, was towed 45ft away and allowed to settle on the bottom, presumably in shallower water as the dock was moored quite close to the shore which is quite steep-to. This was presumably the bit salvaged 24 years later by the French firm mentioned.

Incidentally, this was not the world's largest floating dock. That was at Southampton and had been built by Armstrong Whitworths in 1922. It was 960 ft long and 170 ft wide with a lifting capacity of 60,000 tons.

The Trincomalee dock was built in Bombay of Indian steel and measured 845 ft by 173 ft. It was designed to accommodate HMS Hood, at that time, at 42,000 tons, the world's largest warship. — R. G. Loram. West Kirby, Wirral, Merseyside.

Bell appeal for Bolton

AT A recent full week-end reunion of the cruiser Dido organised by the town of Bolton, who had adopted her, I learnt that the town in one week raised considerably more than £1 million which virtually paid for the building of the ship.

Does not the town deserve custody of the Dido's bell, does anyone know where it is and cannot the MOD give the town a handsome plaque showing the Second World War honours of the cruiser?

On another subject — the dog Just Nuisance, which is mentioned in Navy News from time to time — older readers may be interested to know that a TV series has been made for showing in South Africa. Perhaps it might be shown on our TV before we who are left are given our final draft chit! — J. T. Kelly. Seaford, East Sussex.

One to bear in mind

AS the RN is now acquiring HMS Polar Circle, the Ships' Naming Committee might consider resurrecting the name Polar Bear, which was the name of NOIC's base in the Faroe Islands between 1943 and 1945.

I also understand that a certain Lieut. Horatio Nelson had a minor action with one of the four-legged variety. — J. Wilcock. Chairman, Humber Naval Enthusiasts, Hull.

Brass hat, brass neck

A SENIOR officer obviously missed the letter by CPO-(METOC) in the December edition about the wearing of uniform in public.

Not only did he drive into Fareham rail station in rig on a busy Friday afternoon to pick up his date for the Christmas ball, but decided to leave his car to buy an evening paper from inside the station. At least he remembered to wear his cap! It is a bad example for ratings and disillusioning for junior officers, like myself, who constantly strive to combat the "double standards" label. — Lieut. BFPO Ships.



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Duke works up a sweat



AFTER successfully completing her Operational Date Material Assessment (ODMA) and Basic Operational Sea Training (BOST) HMS Norfolk, the "Premier Duke", sailed with a "Very Satisfactory" assessment for both her inspection and overall work up.

No-one was quite sure what to expect from the first lean-manned Type 23 frigate but Flag Officer Sea Training Staff pulled no punches, giving HMS Norfolk the full package, including a major Disaster Exercise.

The small ship's company requires efficient organisation and it was encouraging that the ship's administration coped with the demands of BOST — although no-one is claiming it was easy!

Vertical launch Seawolf

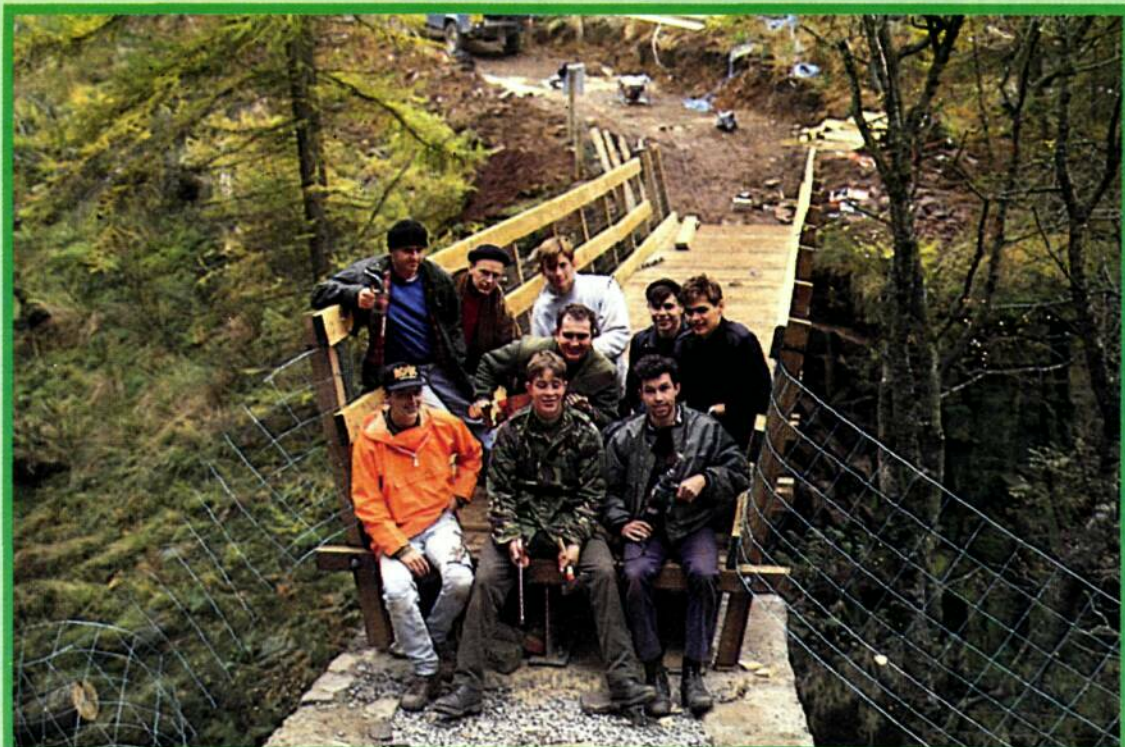
The frigate's sophisticated equipment performed well in all fields, from warfare to firefighting, even though many of the systems have still to be fully accepted into service. The Vertical Launch Seawolf proved effective, providing cover against both fighter aircraft and missile attack.

At the end of the second sea week Tom King, Secretary of State for Defence, visited the ship during a RAS and professed himself to be "most impressed" by what he saw and the "skill and professionalism" of those on board.

All in all the Norfolk's ship's company were delighted to have had the chance to show what a Duke can do before joining the operational Fleet.

The rest of the programme for the coming months includes visits to Portsmouth and London, two weeks of a joint maritime course and a further Vertical Launch Seawolf firing before deploying to the Far East.

IT'S THE BRIDGE THAT JACK BUILT



● Above left: HMS Norfolk, the first of the Type 23 Duke Class frigates, at sea during ODMA and BOST.

● Top: Flag Officer Sea Training Rear-Admiral Michael Boyce inspects HMS Norfolk's Guard during Divisions.

● Above: A firefighting team in action during the frigate's Disaster Exercise.

BRIDGING the gap proved an easy job for ALMEAs from HMS Sultan when they were called upon to demonstrate their skills as bridge builders.

Their task was to span a 15m ravine, high above Ponsticill Reservoir in the Brecon Beacons, which had been interrupting progress on the Taff Trail cycleway between Cardiff and Brecon.

The location of the site made the use of heavy machinery impossible so the team of eight, led by CPOMEA(M) Googie Withers, had to rely on more traditional field techniques to span the 13m-deep gorge.

The bridge, minus its handrails which are still to be made, was in place within a week.

Financed by Mid-Glamorgan County Council at a cost of £25,000, the project was organised by Merthyr and Cynon Groundwork Trust in conjunction with the Forestry Commission and the Brecon Beacons National Park.

● Pictured with the results of their week's labours are, back row, from left, CPOMEA(M) Googie Withers, ALMEAs Chappy Chapman, Doubles Duval, Morts Mortimer and Zippy George; centre, ALMEA Carl Badham; front row, ALMEAs Nobby Hall, Jim Bowie and Chuck Norris.

Jupiter on guard in the Falklands

TO commemorate the Battle of the Falklands in 1914 members of HMS Jupiter's ship's company took part in the annual Battleday Parade at Port Stanley, together with members of the Falklands Island Defence Force.

HMS Jupiter has been on station in the South Atlantic since late October, along with HMS Dumbarton Castle and RFAs Diligence and Grey Rover.

During this time she has carried out her normal South Atlantic duties as well as visiting settlements around the Falklands Islands, including Fox Bay, San Carlos, Saunders Island and Port Stanley. She also visited South Georgia, taking supplies to the garrison there.

HMS Jupiter leaves the South Atlantic this month and returns to the UK via Rio De Janeiro and Barbados, arriving in Portsmouth in late March.

Unfortunately this marks her last deployment as it is intended she pays off at the end of April after 22 years in service.



● Above: Members of the ship's company from HMS Jupiter march through Port Stanley during the Battleday Parade.

● Left: Governor of the Falkland Islands, Mr. William Fullerton, inspects HMS Jupiter's guard of honour.

● Right: HMS Jupiter alongside RFA Diligence in Mare Harbour.



WOMEN HIT THE RIGHT NOTE

WOMEN are to be recruited into the Royal Marines Band Service, and will serve on the same terms and conditions as male bandsmen.

The change brings the Marines into step with the Army and RAF professional military bands, which currently have women musicians in their ranks.

The first female recruits will join the Royal Marines School of Music this autumn. They will receive the same training as men, including weapons training.

Meanwhile studies into the feasibility of women serving in the Corps as Commandos are continuing.

● By the end of 1991, women were serving in 17 RN surface ships. As reported earlier, the feasibility of women serving in submarines in the future is being studied. Last year it was also announced that women would be able to undertake aviation roles in the Navy.

A NOVEL child safety idea encouraging children to "Say No To Strangers" has won the support of HMS Nottingham.

The Type 42 destroyer, which was re-dedicated at Portsmouth in December after a 13-month refit, has raised £289 to pay for 17 red triangular signs underlining the importance of the "Stranger Danger" campaign.

The scheme is being promoted by Hampshire Constabulary in Gosport and the signs, sponsored by individuals or, in HMS Nottingham's case, messdecks, are being erected in areas popular with children.

After raising enough money to pay for 17 signs the ship's company have kept up the momentum by selling "Stranger Danger" car stickers, adding a further £50 towards the campaign.

Ships or individuals who wish to buy some of the signs for their affiliated town, or for Gosport, should contact PO(S) Geoff Lawson, in HMS Nottingham, or PC Mike Hampton, at Gosport Police Station.

● Pictured, far right, receiving one of the "Stranger Danger" signs from PO(S) Geoff Lawson and members of HMS Nottingham's ship's company are PC Mike Hampton and Superintendent Lee.



Nottingham's no stranger to danger





Phil's hot on his father's heels



Picture: POA(Phot) Bernie Pettersen

POA(AH) Charles Dowdall certainly fired his son's enthusiasm for a career in the Royal Navy. Phillip followed his dad into the Service as a Naval Airman (Aircraft Handler) 20 years on.

They are now serving side-by-side at RN air station Culdrose, with Phillip based at the Fire Station. And they are pictured tackling a practice fire at the School of Aircraft Handling.

MATTERS MEDICAL

FORMER GP Victoria McMaster has swapped life ashore for a seagoing practice. As a Surgeon Chief Officer, she has become the Royal Fleet Auxiliary's first ever female crew member.

A graduate of Southampton University Medical School, Victoria has also worked as a civilian doctor at RAF Wroughton, the Royal United Hospital in Bath, Frenchay Hospital, Bristol, and at a children's infirmary in Australia.

Now serving in RFA Olwen, a Fleet Tanker, she is responsible for the health of 90 officers and ratings, as well as that of any embarked Fleet Air Arm personnel.

Dr Helen Barlow has become the first winner of the annual Chris Church Prize after achieving the best result in the undergraduate anaesthetics examination at Leeds University Medical School.

The Prize has been financed by a memorial fund, to which the late Dr Church's National Health Service colleagues and the Society of Naval Anaesthetists contributed.

A graduate of St Bartholomew's, Dr Church took a short service commission in the Royal Navy and later maintained strong links with the Service, being an active member of the Reserve. He died in 1989.



GULF SERVICE AWARDS MADE

A COMMENDATION in the name of the First Sea Lord has been awarded to Cdr. Richard Lord, Technical Staff Officer to the Director General Surface Weapons (Naval).

The commendation was presented personally by Admiral Sir Julian Oswald at ARE Portsdown, home of DGSW(N).

It was made in recognition of Cdr. Lord's outstanding leadership, initiative and dedication in coordinating DGSW(N)'s Gulf War response.

Admiral Oswald is pictured (right) making the presentation to Cdr. Lord, who is accompanied by his wife, Denise.

Cdr. Nick Batho has received a commendation from

the Commander-in-Chief Fleet, Admiral Sir Jock Slater, for his role as Fleet Operations Officer during the Gulf War.

There was also a commendation from Admiral Slater to Lieut.-Cdr. Michael Leaney for his role as Officer in Charge of the Fleet Diving Unit embarked in RFA Sir Galahad during the Gulf War. Lieut.-Cdr. Leaney established a joint Explosive Ordnance Disposal Cell, which advised his American superiors.

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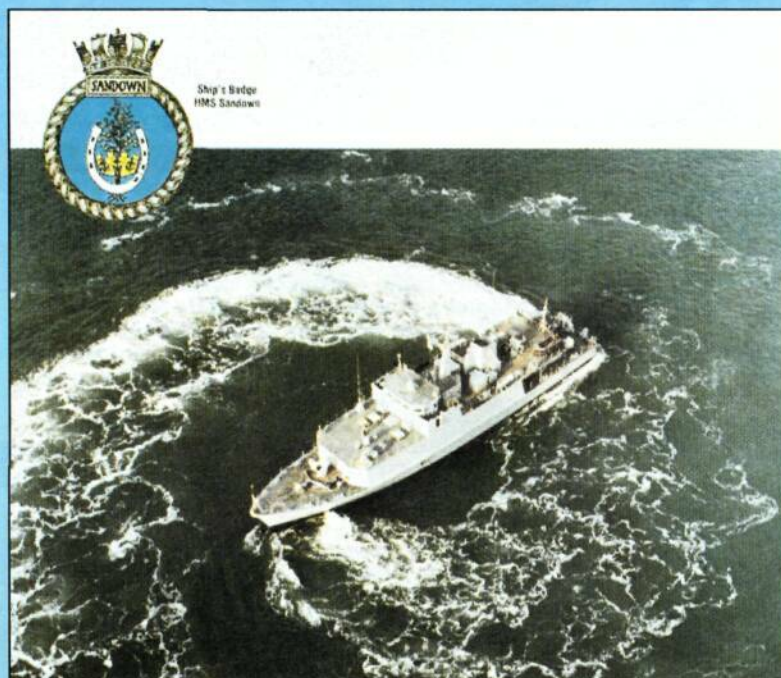
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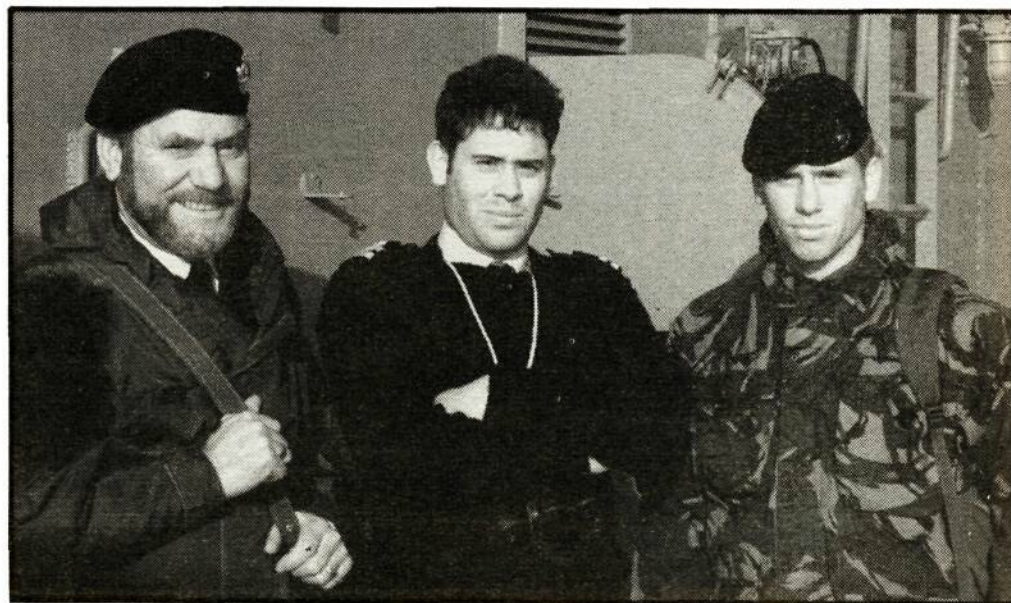


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The 1992 Navy News Calendar is a superb collection of a dozen of our best pictures of today's ships, submarines and aircraft, inset with their badges. Also shown are historic ship figureheads from the 18th and 19th Century.

NAVY NEWS

Reunited by war



PORTLAND'S "Weekly War" reunited three members of the James family, probably together in uniform for the last time as WO Jess James is shortly to retire after 35 years' service.

The shipwright at Fleet Maintenance Group and sometime sea rider is pictured on board the

Belgian Naval Ship Wielingen with his sons, Lieut. Peter James and Mnc. Stephen James.

Peter is on a two year exchange with the Belgian Navy as the Wielingen's Navigating Officer. Stephen, serving with 45 Cdo, recently departed for a ski instructor's course in Norway. Previously, he spent five months in Iraq.

BEAT THAT

THEY just didn't want to see him go! Master-at-Arms Martin Morris and Regulating Staff Officer Sub-Lieut. Eric Beaton tried to arrest the departure of PC Ken Fitzjohn... but after 22 years' service the time had come for him to retire from the MOD Police.

Ken joined HM Dockyard Portsmouth in 1947 as a "yard boy" in the electrical department and two years later was apprenticed as a ship fitter. National Service in the RAF followed and then he returned to the dockyard as a ship fitter.

It was in 1969 that Ken joined the Admiralty Constabulary (later MOD Police) and throughout his career, all of which he served in Portsmouth, there was not a single complaint against him.

His keen sense of humour and popularity with colleagues, including those in the Hampshire Constabulary, made him a fine ambassador for the MOD Force.

Prize Rolls full circle

CPOMEA Colin Torney has won the Rolls-Royce and Associates Prize for achieving top marks on the Nuclear Propulsion Charge Course in HMS Sultan. Presentation was made by Mr. Harry Wyse, a senior manager at RR&A. Mr. Wyse completed the NPCC forerunner, the Nuclear Long Course, finishing top in 1966 and becoming second winner of the RR&A Prize.

DESCENDANT PRESENTS PORTRAIT

HMS INVINCIBLE is now proud possessor of a portrait of Capt. Robert Henry More-Molyneux (later Admiral Sir Robert More-Molyneux), who commanded the fourth ship of the name when she won her Alexandria battle honour in 1882.

The portrait was presented by Admiral More-Molyneux's grandson, Maj. James More-Molyneux, who attended a ceremony on board, accompanied by his wife.

□ □ □

There was also good news for

a Medical Assistant serving in the carrier, POMA Craig Waylen won top prize in the Invincible's Christmas raffle, a Rover Metro. Tickets were sold during the ship's three month deployment, which included four major exercises and visits to Lisbon, Alexandria, Istanbul and Palermo.

BACK ON BOARD

WHEN the Moderator of the General Assembly of the Church of Scotland, the Rt. Rev. Dr William Macmillan, spent a week visiting the Royal Navy in the West Country and Scotland, it brought back memories of his National Service days at the close of the Second World War.

Welcomed by Flag Officer Plymouth and Flag Officer Scotland and Northern Ireland, Dr Macmillan met officer cadets at Britannia and new entry trainees at HMS Raleigh. Ship visits and helicopter flights were also on his schedule.



CHARTER VESSEL

A DOCUMENT dating from 1682 was escorted by four Royal Navy officers when it was sent back to St Helena after restoration at the Public Records Office in London.

The 17th century "citizens' charter", containing the island's laws and constitution, made its journey on board the Royal Mail Ship St Helena, which operates a bimonthly sailing from Cardiff to Cape-town, calling at Tenerife, Ascension Island, St Helena and Tristan da Cunha.

Fleet Air Arm officers Lieut. Greg Davison (Portland) and Cudrore-based Sub-Lieut. Rob Perkins and Midshipmen Clive Pugh and Matt Deavin, pictured (above) with the document, joined the ship under the Royal Navy's programme of familiarising officers with Merchant Navy routines.

Chilean VIP

REAR Admiral Octavio Bolllelli, Chief of the Naval Mission and Chilean Naval Attache, was guest of honour at Britannia Royal Naval College. He took the salute at Ceremonial Divisions and presented the Armada de Chile Prize to Mid. Mick Maloney, top young Seaman officer. The prize has been awarded annually since 1982.

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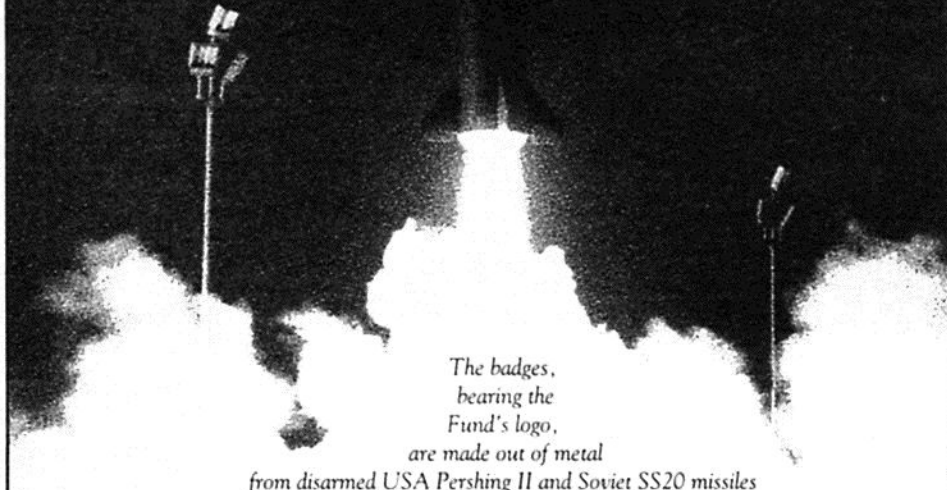


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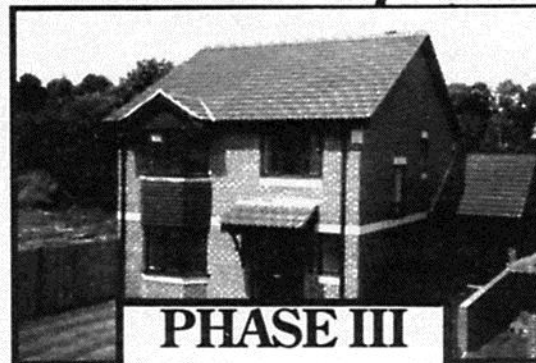
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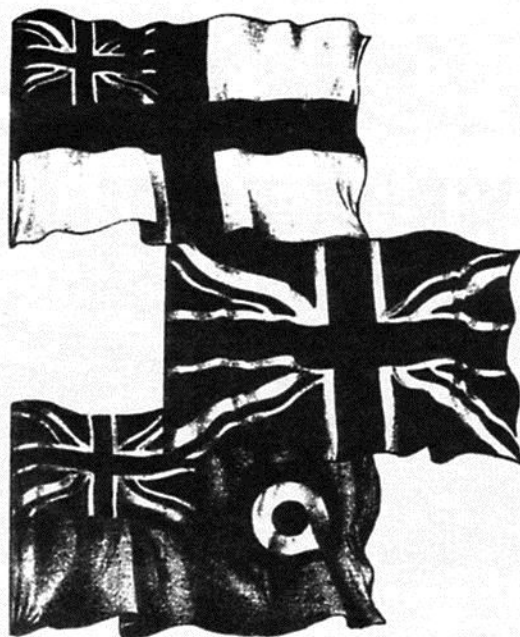
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Safe and sound in SSAFA home

EVERY year 3,000 families face the problems of homelessness and the isolation of readjusting to life outside the Services.

Some of these families are broken and it is for them that Longside House in Blaydon, Newcastle upon Tyne, will provide a comforting and reassuring home — SSAFA calls it a "Stepping Stone House".

As part of SSAFA's broader "Homeward Bound" initiative, which plans to tackle some of the major problems of homeless ex-Service families, Longside House has been developed as a pilot for other, similar SSAFA projects throughout Britain which will help not just estranged wives and children but whole families as well.

A grant from the Army Benevolent Fund made it possible to buy the house which has been converted to provide accommodation for up to seven women with children.

There are two lounges, one of which is designed to be a "quiet lounge" where older children can keep up with their school work and meetings can take place.

In the kitchen there are seven separate areas, equipped with pots and pans, where each resident can store food for their own use.

The residents are encouraged to feel in control of their own affairs and every effort is made to run the administration unobtrusively.

On a practical level, the staff maintain contacts with all the main support organisations and welfare agencies in the area. A social worker visits twice a week and there are plans to offer the residents the chance to keep in touch with Longside House after the expected 13-weeks stay comes to an end.

By the end of their stay the women should be able to move into permanent housing

through an arrangement with the local housing association.

SSAFA's figures show that, based on a maximum of seven women and their children staying 13 weeks, Longside House could help up to 56 families a year.

The project is just beginning and although it has been designed primarily for women with roots or connections in the North East, no one who needs help will be turned away.

Referrals can be made through NPFS Naval Home Command or through SSAFA social workers and it is they who ought to be consulted first if anyone knows of a family who might benefit from a stay at Longside House.

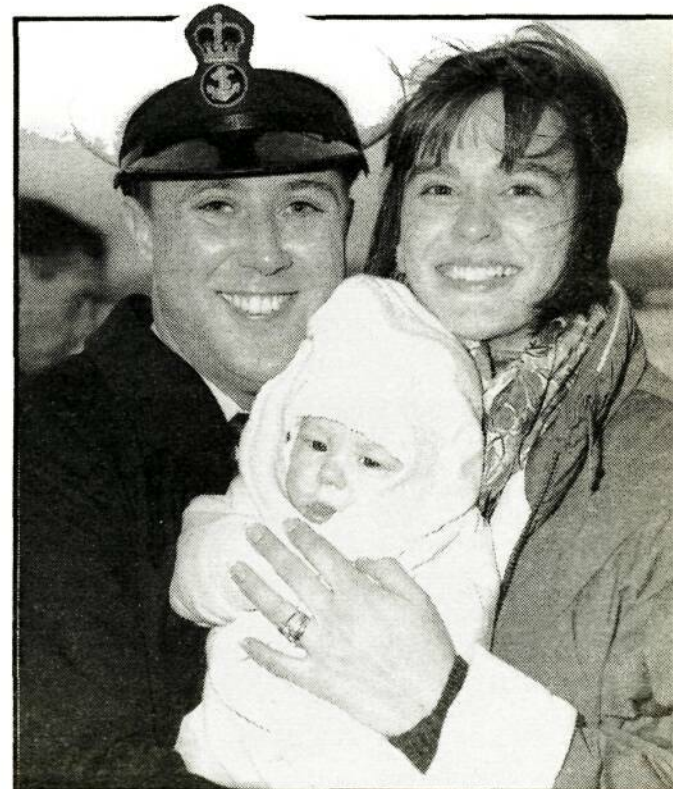
● The opening of the new

SSAFA Housing Advisory Service at SSAFA Central Office, in London, anticipates the likely escalation of housing problems when the forthcoming Defence restructuring takes place.

A computer database will match details of available short-term letting accommodation to details of those who require it.

Information includes contact of organisation with available letting accommodation, together with some low cost home ownership schemes and any governing rules of eligibility.

Those requiring housing assistance or information about SSAFA's housing initiatives should contact Diane Myers, Housing Officer, SSAFA Central Office, 19 Queen Elizabeth Street, London SE1 2LP (tel. 071 403 8783 ext. 233).



GLASGOW'S BABY BOOM

MEETING up with three-month-old baby James for the first time is PO David Devine, pictured with his wife Jill during HMS Glasgow's homecoming at Rosyth.

PO Devine, along with CPOSA Huw Scott, LSA Ian Thompson, LS Andy Lawson and AB Chris Horseman, became a proud father during the Glasgow's seven-month deployment on Armilla Patrol in the Gulf and on their return they were all anxious to meet their new-born babies.

While on Armilla Patrol HMS Glasgow sailed 34,000 miles visiting such places as Cairo, Penang, Dubai and Bahrain and during a visit to Singapore some 90 families were able to fly out and enjoy a holiday.

Service insurance launched

A PROTECTION plan for Service personnel and their spouses, designed to overcome insurance problems highlighted by the Gulf War, has been launched by Armed Forces Financial Advisory Services (AFFAS) and insurers Scottish Widows.

The companies say that Forces Safeguard provides financial security for dependants in the event of death of the policyholder from any cause, anywhere in the world — on or off duty. Premiums are fixed at the outset and guaranteed throughout the term of the plan.

Details can be obtained by telephoning 0532-459077.

Manadon fund-raiser

THE Wives' Club at the RN Engineering College, Manadon, raised over £4,300 which has been donated to a number of charities.

Membership of the club is open to all wives and girlfriends of RNEC personnel and is run by a committee which organises both social and fund-raising events.

Funds, raised by running a Christmas bazaar, will be donated to 19 separate charities, ranging from Muscular Dystrophy to the Mission to Seamen.



HIVE OF ACTIVITY

A NEW social and support centre for Service families, HIVE (Help Information Volunteer Exchange), is now up and running in Gosport.

The establishment of the centre, a converted ground-floor flat at 125 St Nicholas Ave., Rowner, was made possible thanks to support from the Naval Area Community Office, Estate Community Officer, Peter Cook, the Naval Family Services and the Naval Wives Service and is run by Debbie Eaton and Debbie Carter, both wives of servicemen and residents of Rowner.

HIVE is a place where families can drop in any weekday and make contact with others.

Facilities include a coffee lounge, playroom for small children, information centre and quiet room.

Always open for coffee and information there is also a Mother and Toddlers activity group, Thrift Shop for children's clothes



and toys, Wives' Club, with guest speakers, and a creche. A health visitor calls every Wednesday morning and evening activities and Sunday teas are also planned.

Opening hours are Mon.-Fri. 0900-1200 hrs., Mon.-Thurs. 1300-1500 hrs. For further information tel. Gosport 521708.

● Above: Pictured at the opening of the HIVE, in Gosport, are, back row, from left, Deputy Mayor of Gosport Cllr. Joyce Upperon (seated), President of the Naval Wives Service Mrs Gill Hebron and HIVE co-ordinator Debbie Eaton.

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Get Wise on DCIs



'Marked drop' in SD places

THE annual extraction target for Special Duties Officer (Seaman) for 1992-93 shows a marked drop in numbers compared with recent years.

In every branch ratings are competing for a limited number of places and, although those who have officer potential continue to be encouraged, they should be aware of the diminishing requirement and the rise in the selection standard which will result.

It is, therefore, important that those seeking promotion are fully qualified as early as possible, to achieve the best chance at branch selection boards.

It is likely that only about half of the eligible SD officers will be selected for warfare training, and these need to be extracted as early as possible. There is also a steadily decreasing requirement for SD officers in the TAS and G sub-specialisations, so selection into these branches will become more difficult.

Non-PWO extraction will tend to occur later in the age bracket when candidates have gained more experience.

DCI(RN) 296/91

Extensions on the card

ADMINISTRATIVE instructions concerning the Forces Railcard, now valid until March 31, 1993, by use of extension sticker, include a reminder on the card's conditions of use and the procedure in the event of loss.

Losses of the card are to be reported immediately to the holder's unit or establishment, and loss or misuse can lead to disciplinary action.

DCI(JS) 101/91

Award no accident

THE Sir James Martin Award for 1989-90 has been made to Lieut.-Cdr. Paul Barton, head



"We're full up!"

of the RN Aircraft Accident Investigation Unit, based in HMS Daedalus.

This award is presented annually by the Guild of Air Pilots and Air Navigators for an outstanding and practical contribution involving safer operation of aircraft or space vehicles, or the enhanced survival of aircrews or passengers.

DCI(RN) 294/91

Switch on for letters

GOING "live" on April 1 will be the new system of electronic letter sorting which involves the allocation of BFPO numbers to HM ships, vessels of the RFA and RMAS, and naval parties.

The full list of numbers allocated was given in the January edition of Navy News, and people are encouraged to start using the numbers immediately rather than wait for the official start date of April 1.

DCIs (Gen) 242 and 247

Lourdes on adoption

EACH year the Royal Navy sponsors a number of handicapped children so that they may be taken to Lourdes over Easter week. In 1992 this will be April 19-26.

Volunteers of any rank/rate

are needed to help give naval and affiliated Service children a very special holiday, and be their "adopted" mum or dad for a week.

Nominations are welcome for any handicapped child, aged 7-18, who would like to enjoy and share in the experience.

DCI(RN) announcement dated Dec 13.

Food for thought

THE need for propriety and compliance in all matters relating to catering accounts is paramount, says an announcement.

Responsible personnel are reminded of their duty to satisfy themselves fully through regular and thorough checks that the appropriate regulations are being followed in all respects, and that failure to do so will lead to disciplinary action.

DCI(Gen) 250/91

Order of service

A service of the Order of the British Empire is to be held in St. Paul's Cathedral on Wednesday, May 13. Those belonging to the Order and holders of the BEM who wish to attend should apply for a ticket giving their name, address, appointment (GBE, KBE, DBE, CBE, OBE, MBE, BEM) and other decorations as soon as possible,

and not later than Thursday, March 12.

Applications should go to the Registrar of the Order, Central Chancery, St. James's Palace, London, SW1A 1BH.

DCI(Gen) announcement dated Dec 6.

Mail on the black list

FACILITIES available to MOD and Service units worldwide for transmission of mail to overseas destinations are described in an announcement which also lists items prohibited by international regulations.

These include firearms and ammunition; explosives; liquids and semi-liquids; chemicals; pressurised sprays; coins, money or bearer bonds; plants, parts of plants or seeds; drugs and narcotics; animals (living or dead); obscene articles, books or publications; tobacco products and alcohol; foodstuffs, including confectionery; and chain letters.

There is also a list of items normally unacceptable but which may be sent if special arrangements are made.

DCI(Gen) 239/91

Navy made simple

FOR colloquial language examinations being conducted by the Royal Navy in May, candidates are expected to show basic oral competence in the language concerned.

They are expected to be able to speak the language adequately to enable them to live in the country and cope with simple naval situations.

Candidates may be examined in French, Spanish, Italian, German and Russian. Special requests for examination in any other languages will be considered.

DCI(RN) 299/91

Mina value

AN AWARD for salvage services to mv Mina by RMAS Capable and Sealyham on December 3-4, 1987 is now ready for distribution. Value of each share is £10.47.

DCI(RN) announcement dated Dec 13.

Certificates for soaring -

COURSES are held throughout the year at the Joint Services Hang Gliding Centre in Powys, and all Regular Servicemen and women are eligible to attend.

The centre runs elementary pilot certificate, club pilot certificate, tow endorsement and advanced flying courses. It also organises both the annual Inter-Service championships and an annual Joint Service flying expedition overseas. The announcement gives the 1992 course programme.

Besides Regular Service personnel, those eligible to attend are all Territorial Servicemen and women; OTC cadets; and sponsored ACF, Sea Cadet and CCF members over 16.

Dependants of Regular Servicemen and women over 16 and MOD-employed civilians will be taken on a "fill-up" basis.

DCI(Gen) 261/91



"I'd certify the lot!"

- but now it's no badges for jumpers

HIGH jumpers do it ... anonymously.

Traditional RN policy limits wear of specialist badges by officers to those of major arms of the Service, such as aviation and submarines.

Now it has been recognised that wear of the parachutist badge is inconsistent with this policy, and it has been decided that RN officers and warrant officers who successfully complete a parachutist training course will no longer be eligible to wear the parachutist badge.

But it has also been decided that officers and WOs who already wear the badge may continue to do so until they leave the Service.

DCI(RN) 273/91

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Venetian class exped



FANCY a sail to Venice? No, not by gondola, but on a sail training expedition sponsored by the Submarine Flotilla and open to all uniformed members of the RN and associated branches. The exped. will this summer explore the Mediterranean — taking in a number of ports — as far as Venice.

Exercise Venetian Venture, in a JSASTC Nicholson 55, is aimed particularly at novice sailors. Each of the 11 legs is designed to provide a significant length of cruise, while offering opportunities to visit

it a variety of ports.

With the exception of two slightly longer legs in the Adriatic Sea, each stage of the exped. is set at two weeks to facilitate ship and establishment administrative arrangements.

Successful applicants will be required to make a personal contribution towards costs.

The announcement gives application details and lists the legs and dates. The crew-change ports include Gibraltar, Palma, Cagliari, Naples, Malta, Athens and Venice.

DCI(RN) 278/91

Wrens' pregnant pause

UNDER new arrangements recently announced pregnant Servicewomen will for the first time be entitled to take up to 14 weeks of paid leave.

An interim maternity leave policy announced in 1990 allowed Servicewomen who met the qualifying criteria to take a period of unpaid leave and return to work after confinement.

This has now been reviewed, and main provisions of the revised policy, applying to Servicewomen starting maternity leave on or after December 16 1991, are as follows:

A pregnant Servicewoman who qualifies for maternity leave and who wishes to return to duty after confinement will be allowed 14 weeks' paid leave plus unpaid leave up to an overall maximum of 48 weeks.

Unpaid leave

Unpaid leave may be taken before or after confinement, or both, except that it must follow any paid leave.

To retain her right to return to work, a Servicewoman must return to duty within 37 weeks from the beginning of the week of confinement. (The 37 and 48 weeks periods can be extended by up to four weeks if a woman is sick and provides a medical certificate, or if the Service defers her return for valid reasons and notifies her when she can return).

Re-pay

To be eligible for maternity leave, she must have worked at least 15 hours a week and have completed a minimum of one year's paid service during the three years immediately prior to the start of maternity leave.

A Servicewoman who quali-

fies for paid maternity leave and who satisfies the conditions attached to the award of Statutory Maternity Pay (SMP), will receive her normal rate of pay during the 14 weeks' paid maternity leave. This means the amount of SMP payable will be topped up by MOD to her normal rate of pay.

However, if she fails to return after confinement she will be required to repay the payments made during maternity leave, less any SMP to which entitled.

PICTURES OF WAR

Photographs from the Gulf War taken by Lieut.-Cdr. Nigel Huxtable of the RN School of Educational and Training Technology at HMS Nelson are on show this month at the D-Day Museum, Southsea. "The first Naval officer into Iraq" took over 3,000 pictures while reporting for the Sandy Times, the locally produced newspaper for the Gulf forces.



Weapon of war to child's plaything. Kuwaiti children play on the wreckage of an Iraqi tank — one of the 45 on display.

Naafi profits hit by Gulf conflict

NAAFI must develop services to meet the differing demands of a shrinking customer base, said its chairman (Sir Malcolm Field) in the corporation's annual report and accounts.

Like the Services, Naafi had to come to terms with the impact of Options for Change strength reductions. A foretaste of the possible future was felt in a turbulent financial year to April 27, 1991 during which the Gulf conflict hit trading.

Profits for £2.9 million achieved at the half-year fell to £1 million by the year-end because of Operation Granby. More than 42,000 troops — two-thirds of Naafi's customer potential in Germany — were deployed to the Middle East and with them went their purchasing power. As a consequence, Naafi's trading surplus fell £4.5 million to £6.2 million.

Losses on exchange, increased operating costs, and in-

terest charges reduced the final surplus available for appropriation to just £1 million.

Investment

The bulk of this would be retained for reinvestment in the business, said Sir Malcolm. However, £150,000 would go to Service Central Funds in extra rebate, to help meet the recreational and other needs of Forces personnel and their

dependants. This would bring to £16.3 million — 91.3 per cent. of the distributable profits — the sums returned to customers.

Rebate

These included: £6.1 million received by individuals in discount and dividend at the checkout; £3.2 million paid to units locally in rebate; £5.6 million from gaming machine revenue; and £1.2 million from video amusement machine revenue.

"Matching this performance in the future depends on Naafi anticipating and overcoming the hurdles which we know lie ahead," Sir Malcolm told the

Naafi Council. "By addressing the issues now, and by relevant reorganisation and investment, Naafi can build a new future meeting the needs of the Services through the next decade."

He also said, "The next two years will be crucial and demanding times".

A priority was returning more UK shops to profitability. This involved the merging of some families shops with Services shops and the conversion of others — ten to date — to convenience stores. These stocked a smaller range of the most popular grocery items, had counters instead of turnstiles and checkouts, and operated more like typical corner shops.

Not required

A suggestion that the Government establish a separate department for ex-Service affairs has been turned down as being unnecessary.

For the Government it was stated that several Government departments were involved in matters which have an impact on ex-Service personnel. Major social and welfare provision for them was integrated with that for the population as a whole, as was the case with the National Health Service.

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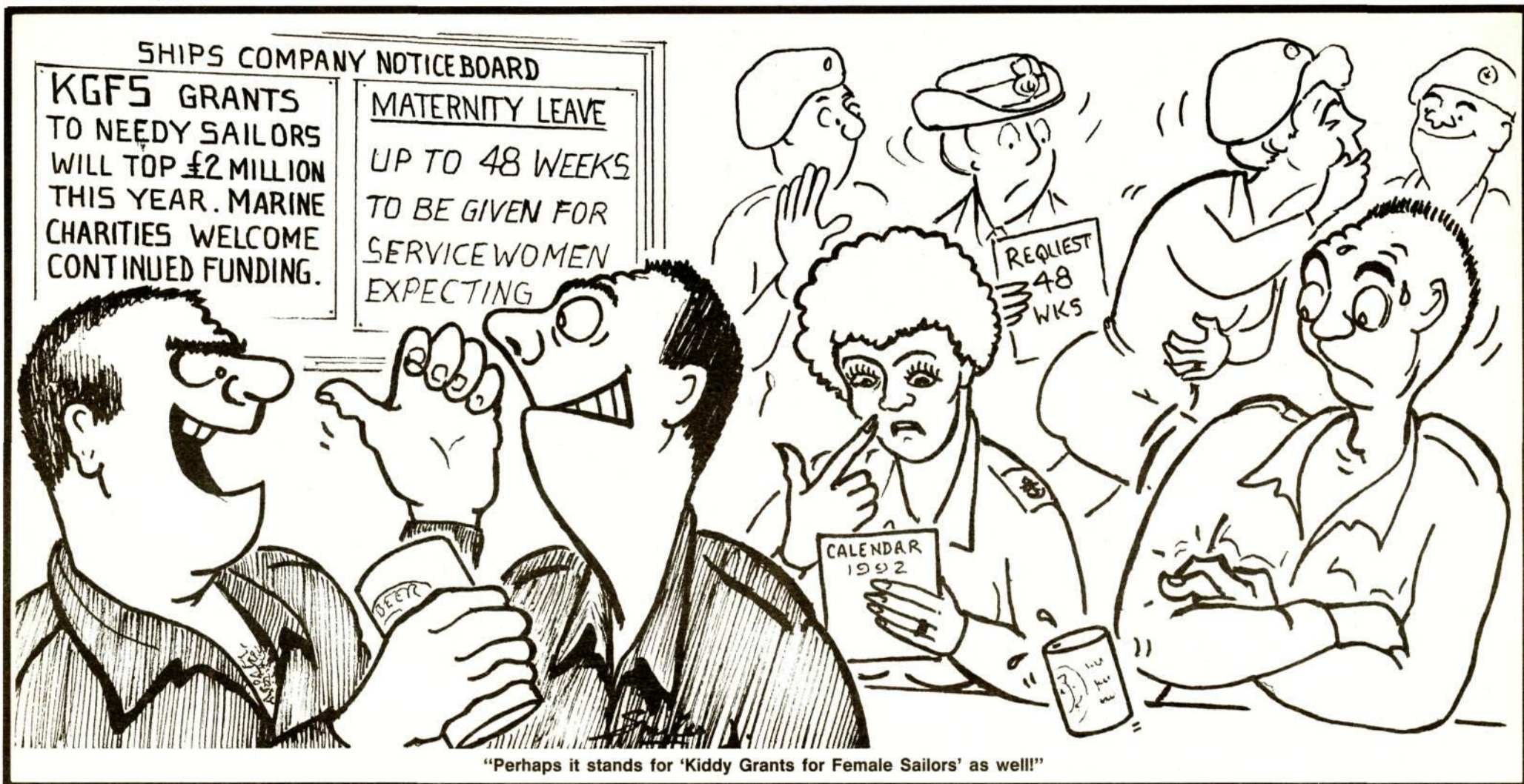
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"Perhaps it stands for 'Kiddy Grants for Female Sailors' as well!"

NEWSVIEW

Uncertainties amid the anniversaries

AS 1992 gets under way, two anniversaries loom large in the minds of many serving in the Royal Navy, and of countless ex-Service people and families. For many, reminders will not be necessary, but television, newspapers and books are all playing their part in marking the tenth anniversary of the Falklands conflict and the first of the Gulf war.

Apart from being a salutary reminder of how time flies and the rekindling of memories of times of deep and mixed emotions, it represents — across the span of a decade — a reminder of how the need for a strong Navy remains.

The Falklands war, with a confused background still the cause of controversy ten years on, struck suddenly from "nowhere" at a time when large-scale cutbacks were on the horizon for the Navy.

Some claim that in the great sweep of global warfare, it was a "small" war, but for those involved it was total. In retrospect its outcome, like that of the Gulf war, may have looked pre-ordained, but that is seldom how it seems at the time, especially to those at the sharp end.

As the clear lines of world balance blur, both wars warn how different challenges demand equal care.

Hard look

Meanwhile, another TV programme has been taking a hard look at the role and capabilities of the Invincible-class carriers, their helicopters and Sea Harriers. While high in praise for the professionalism of all involved, it posed a series of sharp questions over the size of ships and age of aircraft — and advanced the theory that the Service was perhaps its own worst enemy in ensuring that "by skill, professionalism and some low cunning" everything worked.

But to ponder on the size of American carriers is mere wishful thinking, while even to imply that anything less than 100 per cent effort will do goes totally against the grain. In any event, the jobs allocated to the carriers and their aircraft have been successfully accomplished both in peace and war.

Yet it remains no bad thing for the eyes of a wider public to be focussed on capabilities — and the need to maintain them — in a changing world where no-one can be certain round which corner lurks crises like the Falklands and the Gulf.

Sailors' charity clocks up 75 years

KGFS looks to the future

IN THE dark days of 1917, when the U-boat menace was at its height, casualties at sea were mounting daily and funds were required for those in need, the British public responded with a generosity which has since become the hallmark of any conflict affecting the Armed Services.

Money poured into a host of charities to look after the needs of seafarers and their dependants. Some were of long standing but many were new, with occasional questionable methods of operation which highlighted a need for a central fund to co-ordinate the flow of money.

This problem was met head-on by a group of prominent ship-owners, merchants and businessmen, officers of the Royal and Merchant Navies, and representatives of marine benevolent institutions, who joined forces to set up a fund to collect money and regulate the operations of the many charities.

With foresight, it was agreed that a proportion of this money would be conserved for use in

THIS year King George's Fund for Sailors, the central fund for seafaring organisations, celebrates its 75th anniversary. The fund has just announced that in 1991-92 it will disburse over £2 million in grants to maritime charities.

This article takes a look at how the fund started, and its role 75 years on.

peacetime when the needs of seafarers might be greater and, with emotions not running so high, voluntary contributions more difficult to come by.

With the help of the City and The Daily Telegraph, a subscription list was opened, fund-raising groups formed and appeals launched — activities which aroused the personal interest of King George V who gave his name to the fund. So King George's Fund for Sailors was born — a fund which retains its Royal patronage three-quarters of a century on.

Maritime charities

By the close of 1917, around £55,000 in grants, over £1 million in today's prices, had been distributed to 58 separate maritime charities. Equally important, the fund was in a sound financial position

for the future. Grants remained at this level until the beginning of the Second World War when understandably they rose to £250,000, reaching £417,000 by 1945 — over £7.5 million in today's prices.

In 1990, before onset of the Gulf conflict, KGFS distributed nearly £1.6 million to 86 different marine benevolent institutions — a figure which now rises to over £2 million this year. It is a further tribute to the fund's achievements that it was asked to administer donations to the Gulf Trust, established at the outset of the Gulf War, on behalf of all men and women serving with the Royal Navy, Royal Marines and Royal Fleet Auxiliary, together with their dependants.

But nowhere is the fund's commitment to providing for the future needs of seamen better demonstrated than in its assistance to veterans of the Second World War.

The need for assistance for these veterans and their dependants increases as they become older and, in many cases, infirm. The register of former seamen receiving regular assistance, recently set up by KGFS and the Merchant Navy Welfare Board, shows that there are nearly 8,000 such cases.

In addition, many thousands more receive "one off" grants, while others live either temporarily or permanently in homes which the fund helps to maintain.

It is forecast that the number of those looking for help will peak in 1996-7. But the fund's work will continue far beyond then and new needs are now coming to the fore. The 1991-92 grants total of

£2,011,655 represents an increase of £432,530 over 1990. Around 87 different organisations will benefit, with disbursements ranging from £200 for the Fisherrow Coast Mission to £234,000 for the Royal Navy Benevolent Trust, and £262,500 for the various funds of the Royal Alfred Seafarers' Society.

Charitable institutions receiving grants cover all areas of seafaring, the Royal Navy, Merchant Navy, the fishing fleets, RNLI welfare funds and others.

The education of dependants of seafarers is playing an increasingly important role in the fund's activities and grants in this area have increased by £99,480 over 1990. In total, £350,305 will be distributed to children's homes, training ships and schools, scholarships and bursaries for seafarers' dependants.

These include the Royal Navy and Royal Marines Children's Trust which receives £110,000. The Trust will also receive an interim grant in 1992 of £20,000 as the third similar annual payment towards the setting up and running costs of a Child Development Centre at Gosport. The centre is housed in a former ward of RN Hospital Haslar and caters for a maximum of 45 children.

Meanwhile, hospital homes and sheltered housing for seafarers rely heavily on grants received from organisations such as KGFS. Erskine Hospital in Scotland is no exception and this year, KGFS has allocated £25,000 to support routine expenditure and capital projects to improve facilities.

"Despite the economic climate of the last few years, contributions to the fund have continued to grow, year on year, and it is to these benefactors that we express our thanks and gratitude," said Hugh Lawson, KGFS Director General.

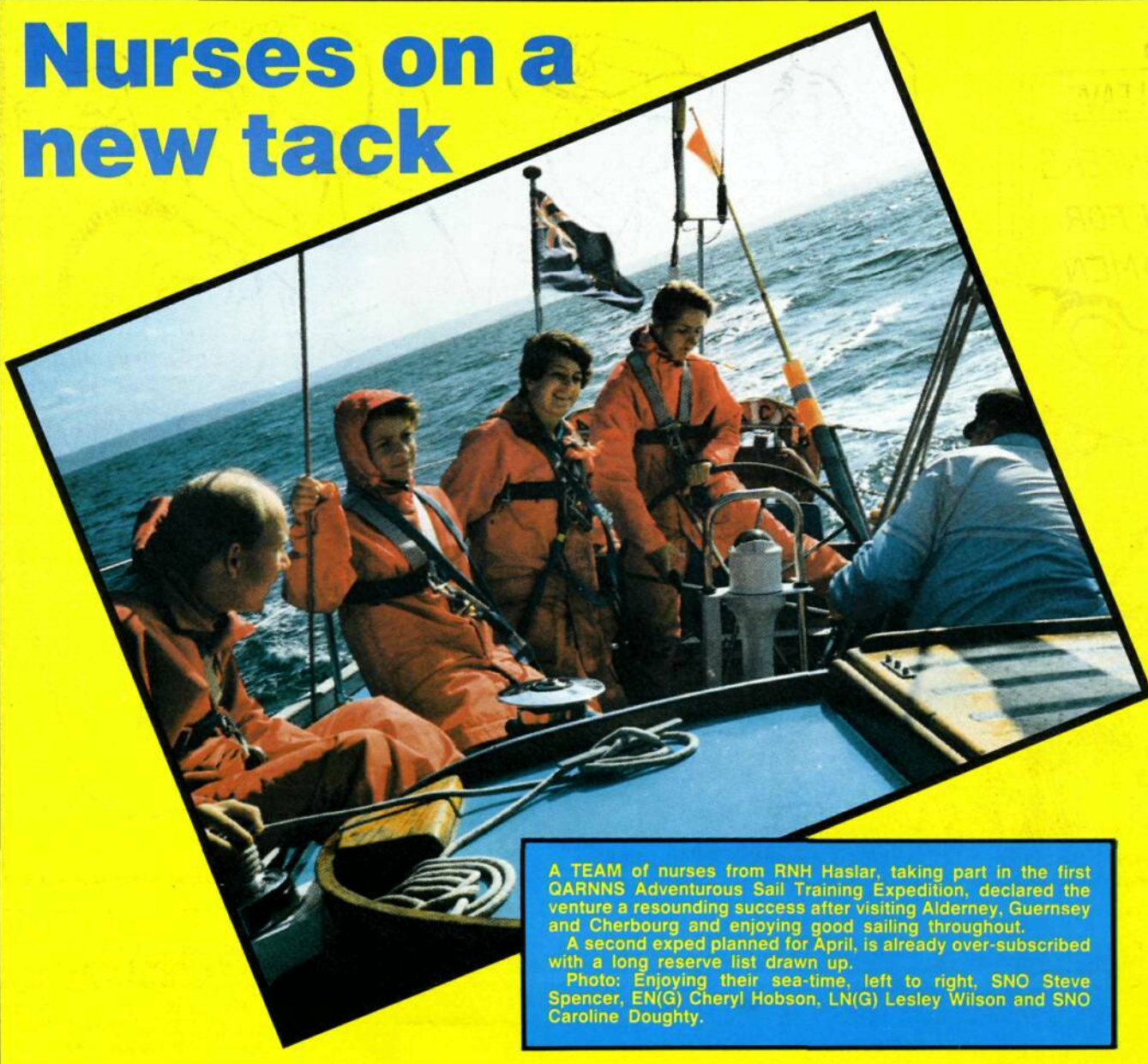
In the frame

A SPRING exhibition of marine art is to be staged in Plymouth to mark the 75th anniversary of KGFS. Held in association with Phillips Fine Art Auctioneers, the exhibition will be open daily in Phillips Salerooms, Armada Street, North Hill, Plymouth, from April 4-7 from 10am until 7pm (except April 7 when it closes at 4pm).

More than 30 artists, including several members of the Royal Society of Marine Artists, are exhibiting their work, which includes pictures in oils, watercolours and other mediums, sculpture and glass engravings.

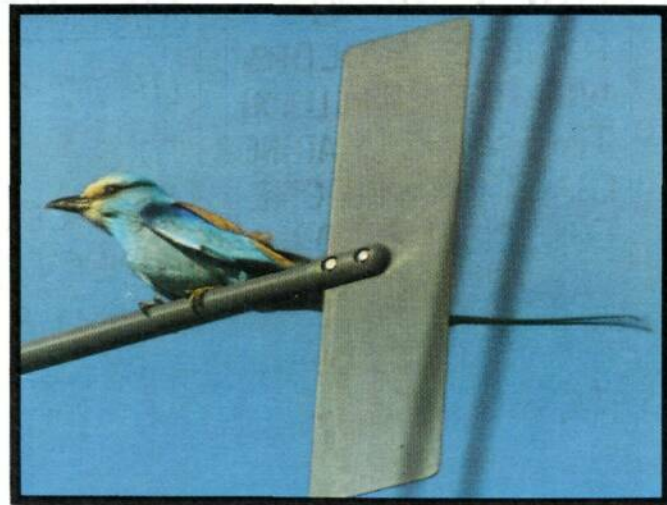
Recent KGFS events in London have included a reception in the Cabinet War Rooms, where Mrs. Winston Churchill was guest of honour. Involved in the event as one of their final tasks before closure of HMS St Vincent were cooks and stewards. The reception raised over £4,000 for the fund.

Nurses on a new tack



A TEAM of nurses from RNH Haslar, taking part in the first QARNNS Adventurous Sail Training Expedition, declared the venture a resounding success after visiting Alderney, Guernsey and Cherbourg and enjoying good sailing throughout. A second exped planned for April, is already over-subscribed with a long reserve list drawn up.
Photo: Enjoying their sea-time, left to right, SNO Steve Spencer, EN(G) Cheryl Hobson, LN(G) Lesley Wilson and SNO Caroline Doughty.

Watch the birdie



IN this case an Abyssinian Roller, pictured in the Red Sea by LAMETOC Chris Patrick, winning first prize for him in the RN Bird Watching Society's annual photographic competition.

Keen ornithologists who would like to know more about the society, contact the secretary, P. J. S. Smith, 19 Downlands Way, South Wonston, Winchester, Hants, SO21 3HS.

Far East memories — 50 years on

Brave new role

TYPE 22 frigate HMS Brave has become the latest Royal Navy member of the Standing Naval Force Atlantic, the squadron comprising major units from NATO's maritime forces, whose role is that of a naval rapid reaction force.

Deployment plans for the squadron in the coming months include exercises in the Caribbean, and West and Northern Atlantic waters.

COMMEMORATING the 50th anniversary of the loss of HMS Prince of Wales and HMS Repulse, a party of survivors and their next of kin made a pilgrimage to the Far East to pay tribute to their lost shipmates.

Arriving in Singapore, they held a memorial service at Kranji War Graves Cemetery before heading up to Kuantan, on the east coast of Malaysia, where HMS Sheffield was waiting to take them to the spot where the two warships had been sunk by Japanese torpedo bombers.

During the poignant and emotional memorial service

more than 50 Field and Poppy Crosses were dropped in tribute, to lie alongside the wrecks of the two ships.

Monsoon

Disembarking back at Kuantan in the pouring monsoon rains, the group stood proud and obviously moved as HMS Sheffield's ship's company "cheered ship" to wave farewell

to these gallant veterans.

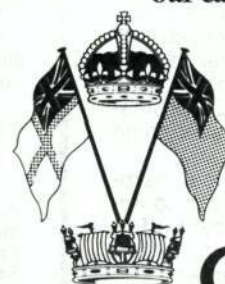
A final memorial service was held in Singapore cathedral, following which ten members of the group were invited to tea with the President of Singapore, and that evening, during the farewell dinner, a message of goodwill to the party from HRH the Prince of Wales was read, much to the delight of everyone present.

For those in peril . . .

Disaster at sea is something we all learn to live with. But worse things can happen ashore — when sailors grow old, become disabled, fall on hard times, leave widows to be cared for and children to be educated.

King George's Fund for Sailors looks after Naval widows and orphans from two World Wars, the Falklands Campaign and the years between. It is the Royal Navy's and Royal Marines' own particular Charity and the safety net for more than 100 maritime organisations.

Founded by Britain's great Sailor King, George V, KGFS depends on your generosity. We look to you to help us continue supporting our casualties, from orphan care to old people's homes. Your donation and your legacy are vital!



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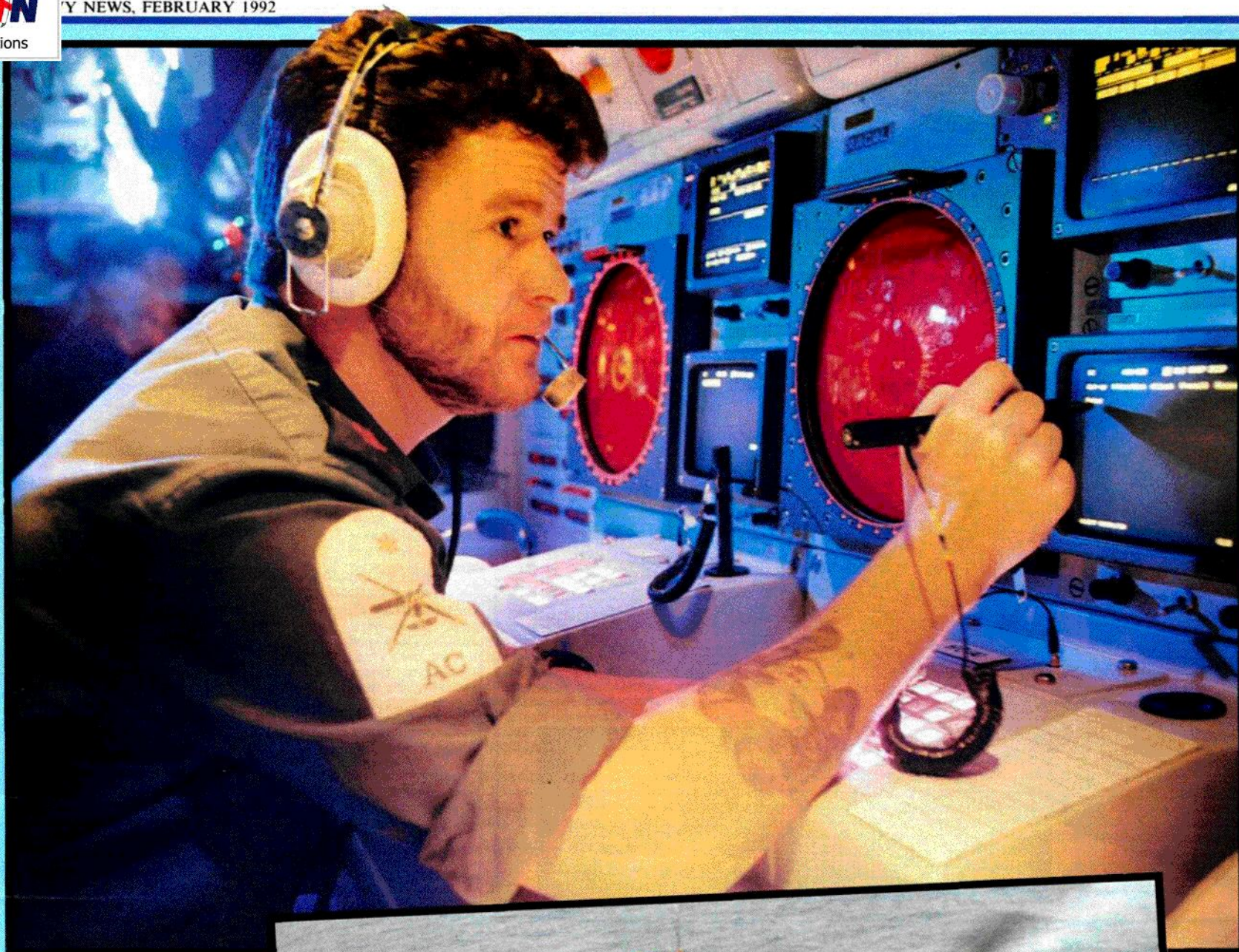
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Captain Christopher Roddis, Captain of HMS Sheffield, drops a Field Cross in memory of those lost in HMS Prince of Wales and HMS Repulse into the waters above the wrecks of the two ships.



● Above — LAC David Cunningham extracts information from a Type 22 frigate computer combat system.

● Right — "The ship's primary weapon system." HMS Nottingham's Lynx reports back enemy positions to the LAC in the Type 42 destroyer's Operations Room.

● Centre — LWRENAC Sue Reid gets to grips with live helicopter control in HMS Campbelltown at the end of her LAC course. She is now serving in HMS Ark Royal.

● Opposite, top — PAC Jamie Elgar as an air traffic control assistant at RN air station Yeovilton. Now fully qualified, he is serving in HMS Polar Circle, the Navy's latest ice patrol ship, in the Antarctic.

● Opposite, below — former Radio Operator, now Probationary Aircraft Controller Chris Byrne gets some tactical advice from his instructor during training at the Royal Navy School of Helicopter Control, Portland.



Pictures:
LA(Phot) Jim Gibson
LA(Phot) Colin Burden

Flight

— for Blue holders

CELEBRATING its fourth birthday, the Aircraft Control branch has so many ratings from almost every source of service to help keep the Navy in the air. Now making a major contribution to the needs of the Fleet and to air traffic stations ashore, it has quickly become a variety in a fast-moving career — vantage to Petty Officer.

Wrens are already closely involved with Sue Reid, the first LWRENAC, in November last year.

But the ACs Training Officer Lieut. at pains to make it clear that "the fainthearted."

Training in Flight Planning, Radar Room routines provides an introduction as, following initial selection, hopefuls start a three-week air traffic course at RAF Shawbury near Shrewsbury.

On graduation, the old branch becomes the new, with the titles Probationary (PAC) or PLAC, depending on force.

Some 8-9 months at a naval air station, assistants get to grips with life working alongside officers and senior personnel, the mass of military aircraft uses its facilities and fill the skies.

Advancement is swift as the new for the first real test awaits the Leading Aircraft Controller's qualification.

Fourteen weeks of intense classroom training culminates in live tactical exercises, those qualifying, the award of a hand rate and a licence to control.

Acting LACs join their first flight, the most challenging part of their training, the Command and aircrew on the dating the battle picture in the Operations Room, aircraft safety is all part of life.

Like the other Flight personnel, when no longer required onboard, prepares for the POAC Written Examination. Most LACs pass for the higher rate of APOAC while still serving with the branch thereafter.





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After a sea draft APOACs go back to RAF Shawbury for the 17 week POAC professional qualifying course. The joint RN/RAF course includes some 16 potentially military ATC Offices and NCOs and is professionally and socially demanding and rewarding, having made the grade to full Air Traffic Control Officer standard. Successful students return to the Air Stations, to begin the final validation procedure which leads to the award of the coveted "Blue Card".

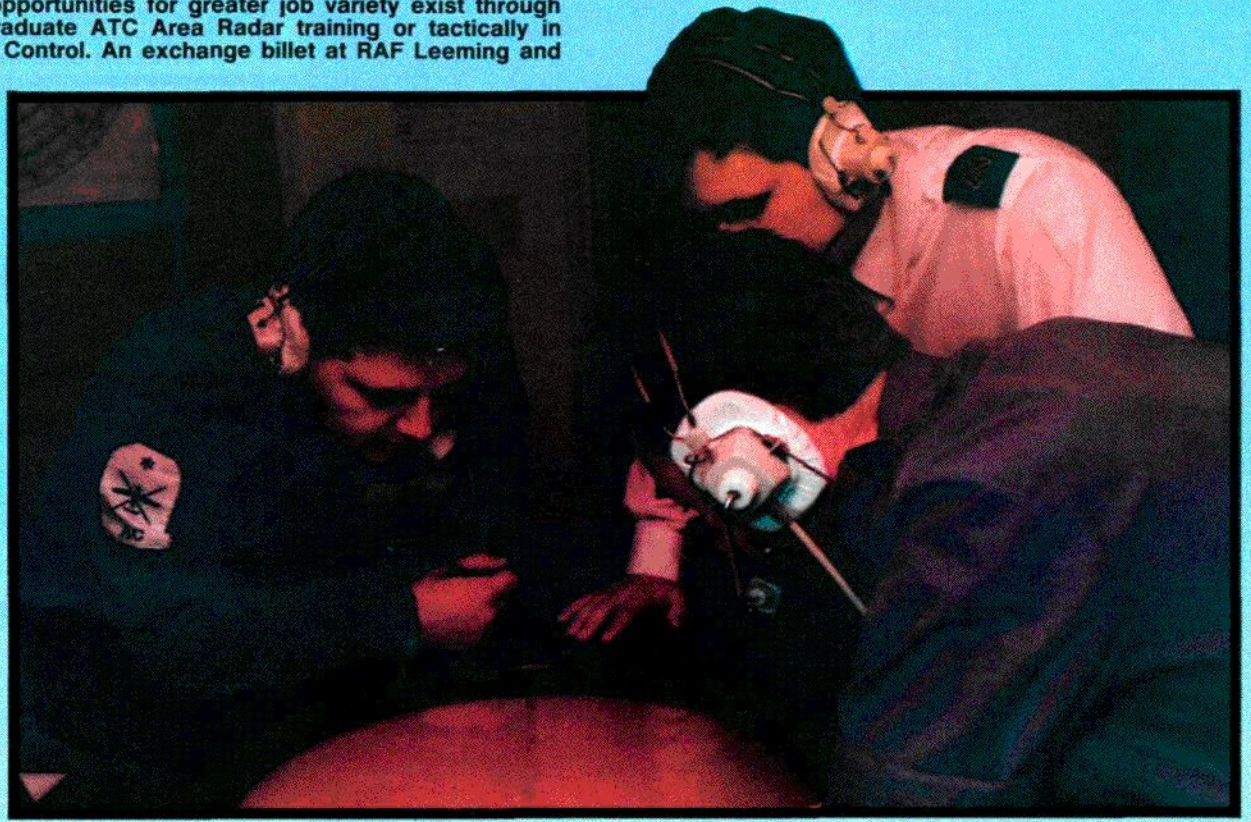
This permits the holder to control numerous civil or military aircraft simultaneously, in any weather conditions, by day or night.

Sea shore ratios are particularly attractive with most senior rate billets ashore. For those with the talent and drive, opportunities for greater job variety exist through post graduate ATC Area Radar training or tactically in Fighter Control. An exchange billet at RAF Leeming and

the Tornado F3s is available or, for the budding 'Rambos' a front line, "green beret" tour as a Mobile Air Operations Controller with the commando helicopters in the field.

"ACs from all backgrounds have settled well into their first Flights, which says much for their adaptability, hard work and determination to succeed," says Lieut.-Cdr. Brunwin. "Recruitment is currently buoyant but suitable volunteers are always in demand, in order to ensure that aviation both ashore and afloat remains safely 'under control'."

If you would like to know more about the AC Branch, contact Lieut.-Cdr. Dick Brunwin, the Aircraft Control Training Officer to FONA on Yeovilton ext 5236.





Terrorist bashing for teenagers and a ghost story for grown ups

THE PERFECT news story, it was once said, had to combine four ingredients: religion, royalty, sex and mystery. (Some wag promptly thought up a succinct example — "My God," said Princess . . ., "I'm pregnant. Whodunit?")

A similarly cynical calculation about what would currently constitute a successful American movie might come up with the following musts: teenagers, terrorists, patriotism and Julia Roberts.

On that basis, we now have *Toy Soldiers*, which has the cheek to offer the following scenario: a gang of terrorists take over a college and hold the pupils hostage, demanding that their chief be released from jail. The authorities are powerless.

But this is an American college and the teenage pupils are not about to be bossed around by a lot of Latin louts . . . Actually, this shameless farrago is put over with such verve and self-confidence that the end result is an exciting, entertaining picture which did indeed net its producers a handy profit.

The teens aren't excessively heroic (with Lou Gosset providing a touch of grown-up gravitas), the baddies are as

mean and violent a bunch as ever hit the screen and the tension is maintained at edge-of-the-seat level. What about Julia Roberts, though? Oh well, three out of four isn't bad.

Screen Scene

The second of this month's 16mm releases also addresses a teenage audience in flattering, if comical, tones. *Teen Agent* has a plot that can be more or less inferred from its title (high school student is mistaken for top spy) but the fun of the picture is the extravagant way it re-inhabits the world of 007: a rocket-firing sports car, a metal-handed assassin, assault by deadly scorpions, glamorous operatives with exotic names (Ian Fleming himself might have thought up 'Vendetta Galante') and a criminal mastermind bent on world domination (that's Roger Rees, with the permanent scowl of one who's just stepped in something extremely unpleasant). At the centre of all this is the teen agent himself, one Richard Grieco. And that's quite enough about Richard Grieco.

Doc Hollywood is the first American film of Michael Caton-Jones, British director of *Scandal* and *Memphis Belle*. It's the sort of movie they allegedly don't make any

more: warm-hearted, non-violent and standing up for what might still be called old-fashioned values.

Michael J. Fox plays an unscrupulous sawbones who finally achieves his ambition — a job at a Los Angeles clinic performing unnecessary "vanity surgery" for vast amounts of money. However, he's sidetracked by a traffic accident en route to L.A. and finds himself sentenced to a few days' community service, acting as doctor in one of those little rural towns where a patient is liable to pay for having his bunions treated by giving the doc a piglet.

Any doubts as to how the story is going to work out are dispelled as soon as we meet the town's attractive lady ambulance driver. But it's still an affecting, highly amusing picture, absolutely guaranteed to leave audiences in a better mood than it found them.

You can say the same of *Truly, Madly, Deeply*, dubbed as "the thinking person's *Ghost*" and now released on video. The first thing to say about it, since we seem to knee-deep in Americana, is that it's British, the second is that Juliet Stevenson gives as good a performance as you'll see in the rest of 1992, and the third thing is that the film's eccentric blend of tragedy, comedy and the supernatural seems to have captivated everyone who's seen it.

— Bob Baker

Warming the welcome

IT is an indisputable fact that the reception accorded to British servicemen on returning to civilian life was for long little short of disgraceful.

Despite the efforts of Charles II, that cynical but essentially kindly monarch who founded the Chelsea Royal Hospital, and later those of the benevolent Marquis of Granby, who paid generous gratuities out of his own pocket — many of

these were invested in pubs which is why so many still bear his name today — it was not until the latter part of the 19th century that more philanthropic individuals were stirred to action.

And then the government was only too happy to allow the question of relief to be settled out of private purses.

The British Army of the 1880s recognised only a very small proportion of wives — only those of senior NCOs and

some men with over seven years' service were "on the strength" and thus eligible for a separation allowance of a shilling a day with an extra three-pence for each child.

In *Homecoming Heroes* (Leo Cooper £17.50), a scholarly exposé of a centuries-old scandal, former Royal Army Education Corps officer Peter Reese notes that the Navy was even less caring of its families at this time. In 1886 Admiral Sir Astley Cooper admitted:

"At the Admiralty we do not recognise a married sailor; we do not help him with his family officially."

A hundred years later the author allows that the situation has somewhat reversed — certainly in the matter of housing. While the Army and the RAF sponsor schemes to encourage saving, only the Royal Navy offers a loan system which many personnel can take advantage of. Today a far larger proportion of RN personnel are home owners.

Allowances

In concerning himself with the provisions of Government allowances and Service charities, Reese does not dwell on the support mechanisms provided by the Services themselves, much enhanced post-Falklands and strongly evident during the Gulf War.

Psychological care back-up for servicemen traumatised by their experiences has been of equal value outside the Service context.

The history of care provision for ex-servicemen has to be seen in the context of the times. It may be true that our record does not stand up well against that of some of our European and Commonwealth counterparts, but we're getting there — and in some areas we might even be taking a lead.

— JFA

AROUND THE WORLD IN SQUARE RIG

PART of the fascination of naval uniforms and badges in this century lies as much in their uniformity as in their variety — patterns laid down by the Royal Navy have been particularly widely copied.

As Andrew Mollo notes in his introduction to *Uniforms and Insignia of the Navies of World War II* (Greenhill Books £25), it takes only a cursory glance at the plates to recognise those features of naval uniform that, through circumstances or tradition, had become almost universal and those that, while not so widely adopted, were common to groups of nations sharing a common heritage.

Thus Greek, Portuguese and Swedish sailors wore the British style stiff cap, with the crown only marginally wider than the band and the tally tied in a bow at the side; and the US white fatigue cap — so popular that it came to be worn on all occa-

produced a single-breasted tunic with stiff stand collar and shoulder boards.

Everyday working dress was gradually militarised during this period — largely due to the proliferation of combat tasks performed by naval personnel in combined operations.

This trend would continue after the war and culminate in the Canadian experiment of a standard green uniform for all her armed forces, which in the end was found to have taken uniformity too far.

This book derives from the Joint Army and Navy Publication Number One (JAN1), prepared by the US intelligence services — the most comprehensive manual of



Heaps of skulls — badges of the special forces of (above from left) the USA, Taiwan, Italy and (left) Syria show their common taste for macabre imagery. From *Badges and Insignia of the Elite Forces*, by Leroy Thompson.

sions — was also adopted by the Argentine and Brazilian navies.

"Square Rig" was similar in most navies, reproducing the image of Jolly Jack in every foreign port, though the only navy to combine it with a peaked cap was the Soviet.

Likewise the reefer worn with collar and tie by officers was virtually standard, the only two exceptions being the Japanese and Soviet navies, the former retaining a rather old-fashioned tunic trimmed with black lace and with a stand collar with rank patches that had been in use in the US Navy at the turn of the century.

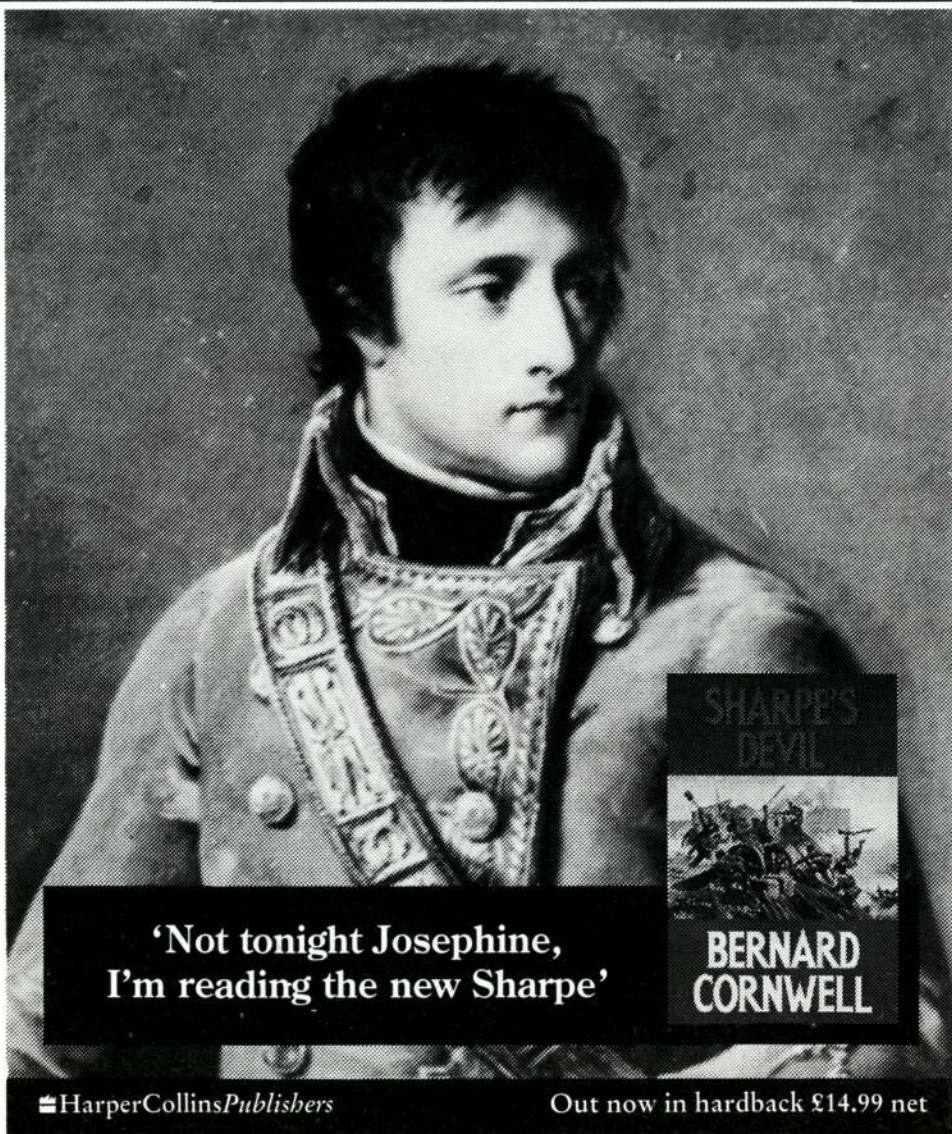
Despite efforts to introduce a "westernised" naval uniform during the Provisional Government, the Soviet Navy surprisingly reverted to Tsarist traditions and in-

its kind produced in World War II and now a rare collector's item.

Leroy Thompson's brand new *Badges and Insignia of the Elite Forces* (Arms and Armour £19.95) may become equally prized. It places the livery of each country's cloak and dagger outfits alongside a useful résumé of its history — and once again one is struck by the commonality of the outward signs of their esprit de corps.

Since so many of these undercover men have adopted the dead giveaway of a crudely grinning skull as the hallmark of their trade, it suggests that some sort of corporate identity transcends all frontiers — even hostile ones. Like the American Express Card, it is recognised the world over.

— JFA



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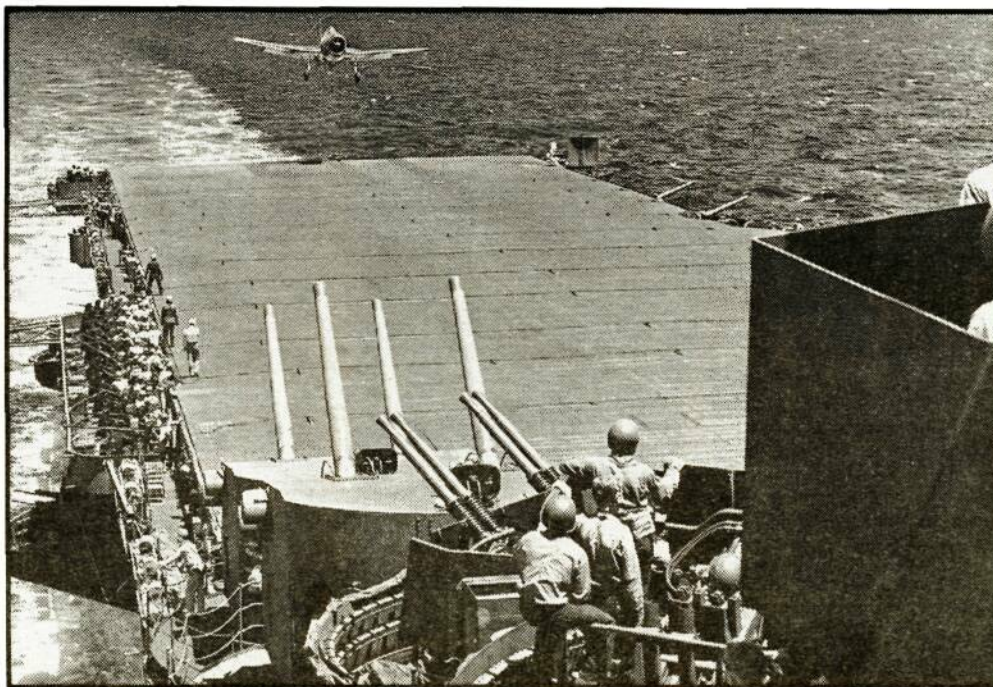
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Major fleet actions analysed

In this U.S. Naval Institute photograph an Avenger search aircraft puts down on the flagship Lexington during the Battle of the Philippine Sea in 1944. Poor air searching was one of the key American weaknesses in this battle.

Note the heavy anti-aircraft armament of this Essex class carrier: 40mm guns in the foreground, then twin five inch dual-purpose, then a serried rank of 20mm on the starboard side and a pair of five inch singles on the port quarter.

● From Eric Grove's *Fleet to Fleet Encounters*.



It is unlikely we will ever see a major fleet action again — yet the lessons learned from a trio of 20th century sea battles examined by Eric Grove still had their value in NATO's forward maritime strategy.

Fleet to Fleet Encounters (Arms and Armour £16.95) shows how while changing technology governed the tide of events at Tsushima, Jutland and the Philippine Sea, the underlying concept — to manoeuvre your main naval units to neutralise your enemy's most dangerous force — remained and has remained the same.

Tsushima was the only one of these immediately to present the winning side with overall victory, though this was an admittedly limited war.

Annihilation

It was in any case probably the most decisive naval triumph in history. By the end of May 27, 1905, no major Japanese unit had been seriously damaged while on the Russian side 12 were lost, together with four destroyers and three auxiliaries. Such was the shock of their annihilation at sea that the Russians found the pressure to make peace too strong, despite their possessing an army of over a million in Manchuria that would almost certainly

have gained the upper hand on land.

Jutland was much less obviously conclusive. The High Seas Fleet could not even be seen to have been neutralised by the action, since it did afterwards succeed in tying down British naval strength at Scapa and Rosyth, allowing the U-Boats which might anyway have been the "most dangerous force" to wreak havoc upon British commerce until well into 1917.

But the Battle of the Philippine Sea, though it did not in itself force the Japanese surrender, certainly made their defeat inevitable.

Not only did Spruance's victory of June 19/20, 1944, destroy the main fighting power of the Japanese Fleet, but it also secured the bases from which the most significant strategic air attacks in military history were flown. Thus it shares with Tsushima the ultimate laurels of decisive success — and here the stakes were much higher.

Though Spruance was criticised for his overly defensive tactics — he himself admitted that "going out after the Japanese and knocking their carriers out would have been much better and more satisfactory than waiting for them to attack us" — he also claimed that "the way Togo waited at Tsushima for the Russian fleet has always been on my mind. We had something of the same basic situation; only it was modified by the long-range striking power of the carriers."

Thus two of the most critical fleet actions are linked in this, the first of a series designed to analyse specific types of military encounters. — JFA



At Your Leisure



COOK LEARNS THE DANGERS OF RAW EGGS

MOST of Johnnie Coote's engaging memoir *Submariner* (Leo Cooper £18.50) was written during his end-of-war leave, simply as a way of telling his father what had happened to him during Coote Snr's 3½ years as a prisoner of the Japanese.

It thus has rather more freshness — and unusual frankness since it was presumably not at first intended for publication — than it might have done had it been penned at a later date, though Capt. Coote's robust sense of humour would doubtless still have come through.

Even so, his post-war naval career, though it included a spell with the British Joint Services mission liaising with US Navy submarine forces at the time nuclear propulsion became a reality with USS Nautilus, inevitably falls flat after the rollicking style of his wartime experiences in HMS Untiring.

Though the graveyard humour common to his calling is sometimes misplaced — as

when he dwells in macabre detail on the task of removing bodies from the wreck of sister submarine Untamed — many of the anecdotes leave images that linger more happily.

Fresh-baked

Untiring's cook was actually the genuine article — the one time pastry chef at Bournemouth's Norfolk Hotel. The mildewed loaves supplied by the depot ship were thus unknown in this most fortunate of boats, which filled with the aroma of fresh-baked bread every other day — and he inevitably became the most popular man on board.

He always slept on the deck in the galley — and Coote was horrified when while organising a fry-up for the Wardroom card school, he missed the pan with one egg that plopped on to the slumbering cook's beard.

"He never moved but reported sick to the Coxswain next morning: 'Something's wrong. I spewed my ring up during my sleep'."

Elsewhere the frustration of empty patrols bereft of confirmed kills is underlined by the story of how Untiring's Jolly Roger acquired its first insignia of "enemy action" — a tiny white circle to denote the M&B pill prescribed for a "dose" picked up by one of the crew — JFA

TWO authors known to centre their works on the world of sail feature in current fiction lists. One is Alexander Kent, sure to expand his already considerable fan club with the publication of *The Bolitho Omnibus* (Hutchinson, £15.99).

Fiction

Gathered in this volume are three tales of his 18th century naval hero, Richard Bolitho — *Stand Into Danger*, *In Gallant Company* and *Sloop of War*.

Twentieth century sailing — yacht racing to be exact — provides the backdrop for Sam Llewellyn's excellent thriller, *Dead Eye* (Sphere, £3.99). Smart solicitor Harry Frazer — a man with a past — leaves behind high society divorce suits to do battle with toxic waste dumpers. Great stuff!

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Dear dead days of gin at sunset

"THERE'S no fun left," is a dangerous cry in the wardroom and messdecks of the Fleet . . .

In his introduction to the 1992/93 edition of Maritime Books' popular pocket guide to *British Warships and Auxiliaries* (£4.99), Mike Critchley wonders whether today's increasingly cost-conscious MOD is worried that "on arrival on some far off shore 'Jolly Jack' may actually enjoy himself."

This may be a grossly unfair analysis of the accountants' motives — more sensibly he shows that the decreasing opportunities for foreign visits carry a strong financial penalty, too.

"Showing the flag" may be, to some, an emotional term: "It conjures up Royal Marine bands playing 'Sunset' against a tropical backdrop as white uniformed officers and civil dignitary and military guests stand solemnly clasping gin glasses," he observes — and that may well be a majority view.

As the years roll by the frequency of such visits has slowly diminished. Is it surprising, Critchley asks, that in many small corners of the globe British influence, both diplomatic and commer-

cial, has diminished as well — vanished may yet be too strong a word "though in recent times cost considerations and the lack of ships have made it seem that this is too often so."

Western defences were rightly reduced with the fall of the Soviet empire — but now the planned number of destroyers and frigates, 40, will be 15 below the figure in 1983 and 25 below what the First Sea Lord at the time of the Falklands, Admiral Sir Henry Leach, considered were needed to meet then existing commitments "none of which has since disappeared".

"It would, of course, be wrong to read a reappraisal of British defence policy simply as a shift in spending priorities. Rather, it is a question of reorientation in defence thinking, putting 'out of area' — as those parts of the globe beyond NATO's geographic confines are known — as the prime consideration in terms of policy, defence procurement and training."

Despite occasional inaccuracies — it was never intended to produce 19 Upholder class conventional submarines, for instance — this remains a useful pocket guide for the ship-spotter with a concern for threatened species. — JFA



At Your Service



Calling Old Shipmates

RNAH Barrow Gurney, Bristol (1942-46): Fred Hill, George Lowe, Ginger Kirtom, Tom Logan and Charles Ertle are requested to contact Fred Prosser on 0272 566502 with a view to a reunion in November.

HMS Calypso (1929-31): Sam Unwins, The Haven, 191 Havant Road, Drayton, Portsmouth PO6 1EE, would like to hear from former MAA Bill Underwood, last heard of at Shotley Y.C.

HMS Suffolk (1942-43): H. Clark, 58 Hornchurch Road, Hornchurch, Essex RM11 1JR (tel. Hornchurch 77893), would like to hear from Boy Martyr (Bernard) who finished up as a POLTO training boys at HMS Ganges in 1946-47 and who went on to work in the USA.

HMS Royal Arthur (1941-42): E. H. (Ted) Brown, 28 South View Avenue, Swindon, Wilts SN3 1EA (tel. Swindon 535275) would like to hear from Tel. Freddie Harris, Class W.126, who trained with him at Skegness in 1941-42.

8th Destroyer Flotilla: Former shipmates who served in the Far East and regard themselves as "China Hands" are invited to join the association by writing to The Secretary, Mike Gorbett, 1 Melbourne Crescent, Stafford ST16 3JU.

HMS Hound (1942-43): Former Algerine Sweeper shipmates are asked to contact C. A. Williams, 24 Barryfields, Shalford, Braintree, Essex CM7 5HJ (tel. 0371 850 806).

HMS Mull of Galloway (1953): Roy Rudyard, Flat 74, Kentmere Court, Victoria Avenue East, Blackley, Manchester (tel. 061 682 6569) would like to hear from Stan Yates, last heard of living in Portsmouth. Roy was his best man at Stan's wedding to Jessie Thompson, formerly of Helensburgh.

Naval Writers Branch: Ex-Writer Alan Brundrett, 10 Litherland Road, Sale, Cheshire M33 2PE, would be pleased to hear from WTR Milton (1944-45), formerly of Liverpool, who was last heard of in Colombo, Ceylon, in HMS Mayana camp and St Joseph's Barracks, or anyone who has information regarding his full name, address and whereabouts.

HMS Hart (1949-51): Mr. O. J. Raybould, 12 Windsor Drive, Kidderminster (tel. Kidderminster 515254), would like to hear from old shipmates.

HMS Weyburn and HMS Wyvern (1943): Keith Wallace, of the Weyburn, would like to hear from shipmates of HMS Wyvern who rescued survivors from the

corvette when she was sunk on February 22, 1943, with a view to a reunion in the UK or Canada. Write to him c/o A. B. Wadmore, 3 Sheldrake Road, Mudeford, Christchurch, Dorset BH23 4BW.

544 Sqn. (Exton 1943) and 803 LCV(P) Flotilla: Ex-RM Reg Blake, 1 Longford Gardens, Sutton, Surrey SM1 3DR (tel. 081 644 0274) would like to hear from any former member of 544 Sqn. and 803 LCV(P) Flotilla, formed mid 1943 and disbanded late 1944 or early 45.

RN air station Mackinnon Road (1943-44): Les Taylor, 53 The Croftway, Birmingham B20 1EG, would like to hear from former Tels. Crossley, Daniels, Doughty, Tag Johnny Gilles (France), ABs Breeze, Powell and Small with a view to a reunion.

HMS Collingwood (1943): Ken Holder (tel. Cheltenham 528078) would like to hear from Eric Albrighton.

HM ships Hubberton, Houghton and Wilkinston: Popaloo Nagiah, 43 Main Road, Port Dickson 71000, Negri Sembilan, West Malaysia, would like to hear from J. Bosworth, ex-LME, HMS Hubberton, Poole, and ex-PO Michael Brett, of HMS Houghton and Wilkinston, 1968-69. He is also willing to pass on photographs of HMS Wilkinston at Port Dickson in March 1969.

Tug Men (1940-50): RTN and T124T articles are asked to contact Bob Durrant, 151 St. Margaret's Road, Lowestoft NR32 4HP (tel. 0502 566136) with view to reunion.

HMS Gosling, Camp 2 (1942): Sam Porter, 42 Birtwistle Street, Gt. Harwood, Blackburn, Lancs BB6 7HN, would like to contact former shipmates of class/entry 19C, called up November 1942, with a view to a reunion.

HMS Glory (1945): H. J. Strover, 50 Butlers Close, Lockerley, Nr. Romsey (tel. 0794 40710) would like to hear from Sig. Don Chamberlain, originally from Torquay, last heard of living in Australia.

HMS Burwell, ex USS Laub, Four Stacker — anyone who served in the last commission until her breakup in Tenby contact Mr. Childs, 2 Queensway, Chatteris, Cambs PE16 6DD (tel. 0354 3837).

508 LCA Flotilla (1943-45): John Reed, 29 Freshfields, Harlescott, Shrewsbury, would like to contact Blondie Jones or any other shipmate who served with him during that period.

HMS Whitesand Bay (1945-56): John Reed, 29 Freshfields, Harlescott, Shrews-

bury, would like to contact Ronnie McKay, Clacka McKnight, Len Farrot or any other shipmates with a view to a reunion at Union Jack Club, London on February 8.

HMS Parthian (1939-41): Any of the crew, in particular CPO Roger Backhouse, are requested to contact the Coxswain Charlie "Natty" Anson, 16 Kirk Close, Beckett's Green, Bovey Tracey, Devon TQ13 9YL (tel. 0626 832612).

HMS Truculent: Fred Henley, a survivor from the submarine which was lost in 1950, would like to hear from other survivors. Contact him c/o Frank Bough, 22 Barnecliffe Dr., Sheffield S10 4DE (tel. Sheffield 303862).

HMS Affleck: D. Benson (ex-HMS Burges), 313 Dividy Rd., Bucknall, Stoke-on-Trent, ST2 0BJ would like to hear from CPO T. N. McElroy.

French submarines Junon and Morse: The liaison crew LSG R. T. H. Dixon, LTel J. H. Burden and Lieut. B. M. Gorman are requested to contact M. Seguinard, 114, av. de Montardon, Res La Falame, Ex 1, 64000 Pau, France. He would like to hear from any veterans from the battle of the Atlantic.

LC1 266 (Far East) and RFA Dewdale (Azores): John Kirby, 20 Home Farm Rd., Hanwell, London W7 1PP, would like to hear from former shipmates.

Charlie Glynn: Ex-PO Richard Power, 8 Carleton St., Dartmouth, Nova Scotia, Canada, would like to hear from his former shipmate Charlie Glynn.

MV Port Chalmers: H. Sewell, 142 Kempton Road, East Ham, London E6 2NE, would like to hear from former shipmates. He was a naval gunner serving in the MV Port Chalmers in Malta 1941. He would also like to hear from gunners from the tanker Ohio and the Brisbane Star.

Fleet Air Arm Assn.: John Chapman, 12 Connaught Avenue, East Barnet, Herts EN4 8PN (tel. 081 368 0762) would like to hear from former shipmates who joined up with him at HMS Royal Arthur on July 10, 1941.

HMS Nelson (1931): Mr C. H. Rawlings, 7 St. Michaels View, Montacute, Somerset TA15 6UJ (tel. 0935 825056), has a photograph of a cross country running team taken outside HMS Nelson in August 1931 and would like to hear from old shipmates on the team.

HM submarine P.222 (1941): To commemorate the sinking of P.222 on December 12, 1942 in the Bay of Naples the submarine's plaque is being handed over to Swindon RNA. The branch would like to invite relatives of those lost on board the submarine to the ceremony. Contact Swindon RNA, 28 Harding Street, Swindon SN1 5BZ (tel. Swindon 522153).

HM ships Crossbow, Cuxton and Thermopylae: Steve Jamieson, 46 Nadder Park Road, St. Thomas, Exeter EX4 1NU (tel. 0392 430516) would like to hear from PO Tel. Ernie "Jacho" Jackson who left the Navy in 1971.

Over to You

Kranji War Memorial, Bukit Batok and Changi Prison: Mr. W. D. Manders, The School of Infantry, Warminster, Wilts (tel. Warminster Mil., ext. 2499 or 0935 840618) is visiting Singapore and Malaysia at the end of Feb. and asks if anyone has friends or relatives they wish to have remembered he would be honoured to carry out their wishes.

HMS Warspite Assn.: The association intends to erect a stone memorial at Marazion, Cornwall, in honour of the battleship. Anyone wishing to support or donate money towards the project please contact Jeff Barker, 15 Turberville Close, Abingdon, Oxon OX14 5ER (tel. 0235 528047). Members of the association were also present at St. Giles Cathedral, Edinburgh, when the ship's ensign, presented to the cathedral by Fleet Admiral Viscount Cunningham of Hyndhope in September 1945, was taken down for restoration work.

HMS Constance Assn.: are looking for relatives of Stoker M. (Paddy) Kirk, who was killed on Stonecutter's Island in an explosion in the 1940s. Please contact Mr. A. W. Clark, 56a Hollywell Street, Hurst Hill, Coseley, West Mids WV14 9HZ.

Floating Airfield Honeycomb Units: Kevin Patence, Tech Dive, PO Box 669,

HMS Bullen K469: The fourth reunion will be held at St. Edmund's Hotel, Marine Parade, Gorleston, Great Yarmouth, on April 11. Overnight accommodation available if required. Former shipmates not already in touch please contact C. W. Bilverstone, 31 Sals Lane, Outton Broad, Lowestoft NR32 3ER (tel. 0502 561130).

Aircraft Handlers' Assn.: will be holding their reunion at Pontins Barton Hall on May 1-3. Full details from Ian Beard, 6 Meadow Crescent, Castle Donington, Derby DE7 2LX (tel. 0332 850471).

HMS Hydra (1980-82): Members of the ship's company during this time, or any of her "passengers" during the Falklands campaign, interested in a reunion please contact CPO Joe Erskine, The Elms Guest House, 48 Victoria Road South, Southsea PO5 2BT (tel. 0705 823924) or HMS Ledbury.

HMS Victorious (1941-45) Assn.: will be holding a reunion on May 8-10. Details from Mansel Evans, Bryn Denyn, Lon yn Eglwys, St. Brides Major, Bridgend, Mid. Glam CF32 0SH (tel. 0656 880459).

HMS Glasgow Old Boys' Assn.: will be holding a reunion on July 11-12 in Portsmouth. Tickets for the buffet dinner, price £7.50, can be obtained from Allan Mercer, 89 Royal Avenue, Widnes, Cheshire WA8 8HJ or D. Hay, RNOC Club, Lake Road, Portsmouth.

HMS Antrim (1982): Any ship's company interested in a 10th anniversary reunion in Portsmouth on April 25 please contact Peter Orchard, 64 Fulmer Road, West Beckton, London E16 3TF (tel. 071 474 0572) or Jumper Collins on 0708 863284.

HMS Serene (1944-46): The annual reunion will take place at the Community Centre, Lingfield, Surrey on April 25. For details contact Mr. E. Drummond, 5 Green Way, Scarcroft, Leeds LS14 3BJ (tel. 0532 892222).

The LCG and F Assn.: has arranged a first reunion at the Royal Sailors' Home Club, Portsmouth on May 1. For details contact J. Brewin, 15 Rossall Avenue, Little Stoke, Bristol BS12 6JF (tel. 0272 752988).

HMS Khedive (D62) 1945: 808 Air Squadron, air staff and all former ship's company are invited to attend the first reunion to take place during the Burma Star Association's national AGM and conference at Bridlington on September 25-27. For further details telephone Peter Embleton on 0924 400208.

HMS Pytchley (1942): A reunion of the ship's company will take place in September in conjunction with the local RNA branch and people of Kettering who adopted the ship in 1942. For further information contact Ken Thompson, 44 William Street, Kettering, Northants (tel. 0536 518231).

HMS Glory (1945-61): A reunion and agm will be held at the Nautical Club, Birmingham on March 21. Further information from David Wharton, 11 Bentham Avenue, Woking, Surrey GU21 5LF (tel. 0483 770140).

Bahrain, is researching the history and subsequent disposal of the units, known as Lily Ponds. Any information on their disposal and use in East Africa would be gratefully received.

HM ships Lark and Alnwick Castle: On February 17, 1945 the two ships depicted charged and sank U425 in the Barents Sea, near Murmansk. One survivor remembers jumping from the U-Boat and subsequently waking up in the Alnwick Castle. He would now like to hear from anyone who may have helped save his life. Contact Herbert Lochner, Gellerstrasse 8, 8250 Meissen, Germany.

HMS Neptune (1941): Adrian Frewins, 28 Delara Way, Woking, Surrey, is researching a book about the Neptune which was sunk on December 19, 1941 and would like to hear from relatives of her ship's company.

HMS Ganges (1939): Mr. J. P. Cannon, 31 Duchy Drive, Preston, Paignton, Devon, TQ3 1HA, would like to buy or borrow a copy of the Shottley magazine for the term ending Easter 1939. Any information relating to 69 Class, Anson Division, 1939, would be welcomed.

RN Cookery Manual (1921): Mr. F. Fountain, 13 Elizabeth Road, Marlow, Bucks SL7 3JF, has a copy of the cookery manual and is willing to forward to anyone interested.

FIFTY YEARS ON

A LOOK BACK at the wartime operations of the Royal Navy half a century ago this month.

NEWS from the oceans was still bad. The U-boats were enjoying a "happy time" on the East Coast of the US where a convoy system had not been started.

A total of nearly 700,000 tons (154 merchant ships) was sunk this month in all theatres.

RN pride was hit by the escape up the Channel of the German heavy ships. In the Far East Japanese successes continued.

However, three PQ convoys reached North Russia unscathed and in the Mediterranean submarines operating from Malta sank 30,000 tons of Axis supply shipping.

Principal events included:

2: HMS Westcott sank U-581 SW of the Azores.

5: HMS Arbutus sunk by U-136 on North Atlantic convoy duty.

6: HM ships Rochester and Tamarisk sank U-82 in North Atlantic.

8: Free French ship Alyse sunk by U-654 off Newfoundland.

11: HMCS Spikenard sunk by U-136 in North Atlantic.

12: HMS Maori sunk in air attack on Malta.

12: HMS Gneisenau, Scharnhorst and Prinz Eugen left Brest and escaped to German ports up Channel. Attacks by HM ships Campbell, Vivacious, Worcester (damaged), Mackay and Whitshed and by six Swordfish of 825 Squadron, all of which were lost, failed. 242 RAF bombers, escorted by 156 fighters set out but in the bad weather only 39 managed to attack; there were no hits.

Scharnhorst hit a mine, but was not seriously damaged. Lieut.-Cdr. Eugene Esmonde, Squadron Commander of 825, was awarded posthumously VC.

13: HMS Scorpion sunk by Japanese ships off Singapore. HM submarine Tempest torpedoed by Italian torpedo boat off Taranto.

14: HM Aux. Li Wo, escaping from Singa-

pore, encountered a Japanese invading force approaching Sumatra and attacked at once with her single 4-in gun. She was sunk after ramming a transport. Lieut. T. S. Wilkinson, RNAR, awarded posthumous VC. HM gunboats Dragonfly and Grasshopper sunk by Japanese aircraft off Sumatra.

15: Singapore surrendered.

16: HM submarine Thrasher bombed by German aircraft off Suda Bay. An unexploded bomb, lodged in the casing, removed by Lieut. P. S. W. Roberts and PO T. W. Gould. Both awarded VC.

23: HM submarine Trident torpedoed Prinz Eugen off Norway. HM submarine P-38 sunk by Italian torpedo boat off Tripoli. FFS La Combattante sunk by mine in North Sea.

25: RAF bombers hit Gneisenau in Kiel. She was not repaired.

27: Allied squadron engaged Japanese squadron off Java. HM ships Electra and Jupiter, HMNI ships De Ruyter, Java, Kortenaar and Evertsen sunk; HMS Exeter and USS Houston damaged.

28: HMS Perth and USS Houston engaged with Japanese force in Sunda Strait. Low in ammunition, they fought until it was expended. Both were sunk.

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Reunions

Lady in White: Memories of Durban's famous "Lady in White" — the opera singer Perla Siedle Gibson who sang to wartime convoys passing through the South African ports — will be shared by a party of British veterans calling there next month. The South Africa Navy will be taking them for a short coastal cruise — and plan to have a Perla Gibson lookalike singing from North Pier on their return. There are a few places left on the 12-day tour (March 16-28) organised by Sam Morley, publisher of her autobiography, Ring 0707 872720 for details.

Combined Services reunion will be held on May 29 at Crewe and Alsager College. Further details from Mr. J. Davies, 6 Mavor Court, Flag Lane, Crewe CW1 3BL (tel. 0270 257092).

Aberdeen University RNU: A dinner to celebrate the 25th anniversary will take place in the Elphinstone Hall, University of Aberdeen on May 9. All former members of the Unit are invited to attend. For details contact the Officer-in-Charge, Aberdeen University RNU, Gordon Barracks, Bridge of Don, Aberdeen AB2 8DB (tel. 0224 822663).

HMS Indefatigable Assn.: A mini reunion will be held at the Royal Sailors' Home Club, Portsmouth on February 29. Details from Jack Hibberd, 23 Canterbury Avenue, Southampton SO2 8EB, enclosing sae.

Island of Leroy: A 50th anniversary on the island is planned for early autumn 1993. Anyone interested contact D. Grimwood (ex-Aurora), 49 Mount Gardens, Cleckheaton, Yorks BD13 3QH (tel. 0274 875495).

HMS Burges K347: The first reunion will be held at Stoke-on-Trent on May 29. Former shipmates are invited to contact D. Benson, 313 Dividy Road, Bucknall, Stoke-on-Trent ST2 0BJ.

HMS Swiftsure: Any ship's company interested in 40th anniversary reunion of Helsinki visit in 1952, to be held in September/October, contact David George, Magnolia, Royce Way, West Wittering, Sussex PO20 8LN (tel. 0243 514583).

HMS Leander: will be holding their ninth reunion in the SPS Mess, HMS Drake, on March 28. Further information from Mick Buggden, 7 Wordsworth Avenue, Swaincote, Sth Derbyshire DE11 0DZ (tel. 0283 213780).

HMS Middleton L74: The eighth annual reunion will be held at the RNA Club, Leamington Spa on April 25. Further details available for Mike Alston, 6 Belmont Park Road, Maidenhead SL6 6HT (tel. 0628 29655) or from the March newsletter.

HMS Matchless (1942-46): The sixth annual reunion will be held at the Victory Services Club, London, on May 16. Ex-shipmates who served on the Matchless from 1942-46 are invited to join the association and attend reunions. Those not on the mailing list contact J. Horton, 16 Mansfield Gardens, Hornchurch, Essex RM12 4NL (tel. 04024 42162).

25th Destroyer Flotilla (1943-48): Ships' companies of HM ships Grenville, Ulster, Undaunted, Ulysses, Undine, Urania, Urchin, Ursa are invited to attend the sixth reunion at the Rosered Hotel, Blackpool on March 27-29. Details from Eric Buckner, 194 Borland Avenue, Botcherby, Carlisle, Cumbria.

HMS Mohawk (1939-41): Former shipmates interested in a reunion in Birmingham on April 25 please contact R. A. Bromley, 53 Larkspur Gardens, Old Manor Park, Holbury, Southampton SO4 1QH (tel. 0703 243175).

HMS Burnham Assn.: will hold their next reunion at Burnham-on-Sea in April. Shipmates still not in touch are invited to contact Sam Langford, 50 Drew Gardens, Greenford, Middx UB6 7QG (tel. 081 902 9001).

RN Commando Assn.: All those who served in HMS Armadillo are invited to attend the 50th anniversary at the Nautical Club, Bishopsgate Street, Birmingham on May 16-17. Telephone Jack Marsh on 021 384 7356 for further details.

Lascaris (Malta) Communicators Assn.: will hold their third reunion at the Royal Sailors' Home Club, Portsmouth, on October 3. Membership is open to all branches based in Malta. For details contact Terry Parker, 54c Cheriton Road, Folkestone, Kent CT20 1DD (tel. 0303 49242).

HMS Duke (Malvern) 1941-46: The third reunion of the training establishment is being held at Malvern on April 9-12. All interested former ship's company and trainees contact Philip F. Brown on 0243 551399.

HMS Cavalier (1961-63): the second reunion of the commission will be held on October 2-3. Those interested contact Mr. S. C. Anning, 14 Kipling Gardens, Crownhill, Plymouth PL5 3DD (tel. 0752 768201).

HMS Bonaventure (1941): A reunion of survivors and families, along with former shipmates of HMS Hereford, will be held at the Royal Fleet Club, Devonport on March 28, followed, on March 29, by a service at the Church of St. Nicholas, HMS Drake. Advance notification to Wesley Wilton, Harrowbarrow, Callington, Cornwall PL17 8BQ (tel. 0579 50230).

HMS Kipling: To commemorate the 50th anniversary of the sinking of the ship off Crete on May 11, 1942, a reunion has been arranged at the Ashburn Hotel, Fordingbridge, Hants, on May 11. Details from Eric Clark, 11 Melrose Avenue, Cove, Farnborough, Hants (tel. 0252 548853).

HMS Osiris: All ex-senior rates wishing to attend a decommemoration social — date and place to be decided — send an sae to Chief Tiff, HMS Osiris, BFPO 356.

North Russia Club: A reunion will be held at the Royal Sailors' Home Club, Portsmouth on March 7. Details from Mervyn Williams, 87 Olive Road, Coxford, Southampton SO1 6FT (tel. 0703 775875) enclosing sae. Anyone interested in attending a reunion of the club in South Wales please also contact Mervyn Williams, as above.

HMS Formidable Assn.: celebrated their fifth reunion at the Donington Thistle Hotel, East Midlands Airport and plans are already under way for this year's reunion. Details from David Friesner, General Manager, The Donington Thistle Hotel, East Midlands International Airport, Castle Donington DE7 2SA.

HMS Fearless: Twenty-five years on, officers of the first commission of HMS Fearless held an anniversary reunion dinner on board the assault ship in Portsmouth. Thirty-six members of the first commission (1965-68) wardrobe attended of whom eight — mainly the original midshipmen — were still serving. Guest of honour was Capt. H. A. Corbett, the first commanding officer of the ship, and the present commanding officer and commander were guests for the evening.

HMS Devonshire (1973-77): The fourth reunion will take place at HMS Phoenix on February 22. Further details from Charlie Moss, 65 Walsby Drive, Regis Park, Sittingbourne, Kent ME10 1TT (tel. 0795 430851).

RN Korean War Veterans: This year's reunion, to be held at RNA Leamington Spa on May 23, is now fully subscribed. Any queries contact Danny Fisher, 36 The Beeches, Salisbury, Wilts SP1 2JH (tel. 0722 335754).

HMS Constance (1945-56) Assn.: will be holding their first reunion at the RNA Club, Leamington Spa on June 6. New members please send sae to Ernie Balderson, 43 Old Place, Sleaford NG34 7HR or tel. 0529 413410.

HMS Lookout: A reunion has been arranged in Burnley on May 16. Those interested contact Buck Taylor, 5 Milton Road, Radcliffe, Lancs M26 0GS.

HMS Liverpool Assn.: are to hold their ninth reunion in the PO's Mess, HMS Nelson, Portsmouth on June 13. Members of previous ships' companies from any commission or of any rank are invited to attend. Further details from John Waters, 2 Dewberry Road, Worsley, Stourbridge, West Midlands DY8 5XJ (tel. 0384 71064).

HMS Gossamer Assn.: is still seeking former shipmates from Halcyon Class Sweepers and any other Fleet Sweepers, in particular HMS Harrier who helped in the Edinburgh rescue. Contact E. J. Morris, 40a Edwards Road, Whitley Bay, Tyne and Wear (tel. 091 252 2540).

HMS Kenya A 1940-1962: will be holding a mini reunion in Liverpool on April 10/11. Further details from W. J. Boardman, 35 Holmleigh Road, Childwall, Liverpool L25 2SA (tel. 051 487 0093).

1st Destroyer Flotilla Assn. (1942-45): held a successful reunion at the Royal Sailors' Home Club, Portsmouth attended by over 200 people. Anyone who served on Hunt Class destroyers, especially HMS Tetcott, please contact Arthur Renshaw, 1 Western Avenue, Nantwich, Cheshire CW5 7AH.

HMS Crossbow: A reunion is to be held in the Union Jack Club, Waterloo, London, on April 10. Details from B. Edmonds, 129 Church Gate, Southport, Merseyside PR9 7JE (tel. 0704 214232).

42nd Naval Aircraft Apprentices, Halton: To mark the 50th anniversary of the passing out parade at RAF Halton a reunion has been planned. Members of the day from ex-RMA contact Frank Ayling, 36 Wychood Grove, Chandler's Ford SO5 1FQ (tel. 0703 268164) as soon as possible.

HMS Nelson (battleship): A seventh reunion will be held in the Victory Club, HMS Nelson, Portsmouth, on May 9. Anyone who served in the ship and who has not been notified and wishes to attend contact G. Treadwell, 31 Clyde Road, Gosport PO12 3DN (tel. 0705 521504).

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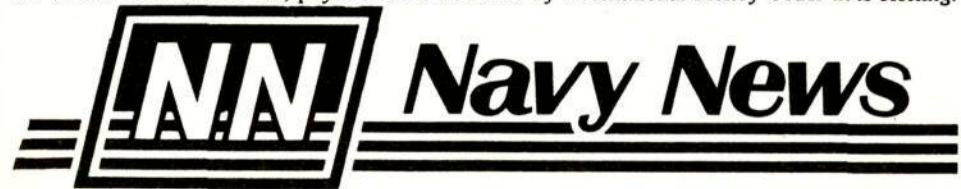
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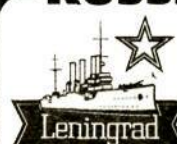
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Service parents who wish to seek advice on boarding schools suitable for their children may communicate direct, or through their Unit Education Officers, with SCEA (Advisory Service) HQ Director of Army Education, Court Road, Eltham London SE9 5NR (Tel: 081-854 2242 Ext. 4277/4279). Parents are normally requested to complete a questionnaire before advice is given. Copies are available from Education Officers or from SCEA 1a at the above address.



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Bembridge, Isle of Wight PO35 5PH
Co-Educational Boarding & Day School

300 Pupils Senior School 13-18

Separate Junior School 7-13

- ★ Small classes and emphasis on individual attention
- ★ Excellent teaching facilities with wide range of subjects offered
- ★ Specialist help for children with dyslexia
- ★ Sailing, Golf Course, Duke of Edinburgh Award Scheme
- ★ Beautiful coastal setting with 100 acres of grounds
- ★ Supervised transport to and from the Island

Further details and prospectus from The Headmaster (0983) 872101



OAKWOOD SCHOOL

IAPS Preparatory School (7-13)

For boys (Boarding and Day)

and Girls (Days only)

(Pre-Prep, Boys and Girls 3-7)

SCHOLARSHIP EXAMINATION FRIDAY 21 FEBRUARY, 1992

for children between the ages of 6 and 11.

Apply now for entry forms and details from
The Bursar,
Oakwood School, Chichester, PO18 9AN



PIPERS CORNER SCHOOL

Great Kingshill
High Wycombe
Bucks HP15 6LP

Telephone: (0494) 718255

Pipers stands in 36 acres of attractive grounds and is a GSA Boarding School for 380 girls (8-18 years)

Bursaries and Sixth Form Scholarships are available

Full details and prospectus from the Secretary

Wilton House School

Battle, Hastings, East Sussex TN33 9BS. 0424 83234

Co-educational boarding and day school

Head office and senior school: Catsfield Place, Battle.

GCSE 'A' Levels 13-18 years

Junior school: Broomham, Guestling, Hastings. 5-13 years.

Small classes. Remedial and individual tuition arranged when required. Computer workshop, swimming pools, tennis courts, games fields and horse riding. Escort services to and from airports. Special terms for Service children additional to Service grants.

Established since 1954.

Apply: The Principal at head office



EMBLEY PARK SCHOOL

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FOR BOARDERS AND DAY BOYS Aged 11-18

Good general education in small friendly school. Good facilities for sport and Duke of Edinburgh's Award Scheme. Some Service Bursaries available.

For prospectus apply to the Headmaster



SEAFORD COLLEGE

360 Boys 11 to 18

SCHOLARSHIPS

Academic, Choral, Music,
Art & Games for 13+
Choral only for 11+

DAY GIRLS IN THE 6th FORM SEPT 1992

Contact the Registrar, Seaford College
Petworth, West Sussex GU28 0NB
Telephone: 07986 392

An atmosphere that encourages development

With a record of academic and sporting success that is highly regarded by our parents, West Buckland's stimulating environment can help bring out the best in your child. Set on the edge of Exmoor, West Buckland is the only independent co-educational school in North Devon that can offer boys and girls educational continuity from the age of 5 through to University entrance. Day pupils and boarders are equally welcome.

Special terms are offered to members of H.M. Forces.



West Buckland School

TO SERVE THEM ALL THEIR DAYS.

If you would like to visit the school or receive a prospectus, please contact:
The Headmaster's Secretary, West Buckland School, Barnstaple, EX32 0SX.
Tel: Filleigh (0598) 760281

MICKLEFIELD SCHOOL : SEAFORD

EAST SUSSEX BN25 4LP

Tel: 0323 892457

(Founded 1910)

A friendly, caring school able to provide your daughter with a first class all round education in a traditional disciplined atmosphere.

- Full and weekly boarding 7-18 years
- Small classes: highly qualified staff
- National Curriculum: good academic record
- Excellent facilities for Drama, Music and Sport
- Generous Service bursaries
- A coach operates between the school and Portsmouth

BOARDING SCHOOL

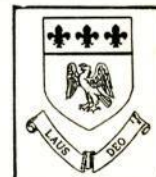
for boys and girls aged 4-16

Service children very welcome and very well looked after by understanding and committed house parents. Excellent food and boarding accommodation. Excellent sports facilities. Fees in line with B.S.A.

For prospectus apply to the Headmaster

Our Lady & St John School

Beach Road, Hayling Island PO11 0AD
Telephone (0705) 463759



WARMINSTER SCHOOL

Coeducational, Day and Boarding
5 to 18 years old
500 pupils

Warminster provides continuity of education across the full age range within a small, friendly community. Small class sizes, excellent facilities.

Prospectus can be obtained from:

Warminster School, Church Street, Warminster,
Wiltshire BA12 8PJ
Tel: (0985) 213038



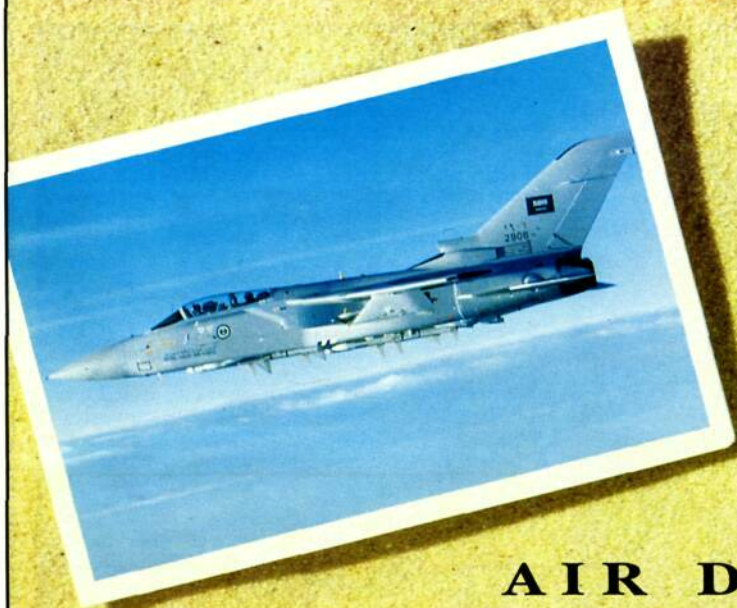
MAYVILLE HIGH SCHOOL

If high academic standards and traditional values of discipline and courtesy appeal to you, then visit Mayville High School where pupils are educated in a caring environment. Of particular benefit to busy working parents is our after school service caring for pupils up until 5.30 p.m. Boys 3-6 years, Girls 3-16 years.

Further details from:

The Headmistress, Mayville High School, Kenilworth Lodge,
St Simons Road, Southsea, Hants PO5 2PE
(Tel 0705 734847)

THE STORY IS ONLY BEGINNING



AIR DEFENCE ADVISERS

The kingdom of Saudi Arabia is young compared to the history of those who inhabit the land.

And you could perhaps be forgiven for thinking that theirs is a story rooted in the past. But the thriving, modern country of today blends tradition with state of the art technology, and what we see now is simply the beginning.

Saudi Arabia has also become a major force for peace and stability in the Middle East, attaching increasing importance to building and sustaining a modern, self-reliant Royal Saudi Air Force.

Project Al-Yamamah, Britain's largest export agreement ever, is a multi-billion pound commitment to provide aircraft, training and support to the Kingdom, with 'Saudisation' as the ultimate goal.

Which is where you could come in.

We are now looking to recruit experienced Air Defence Specialists in the areas of AD Radar, AD Computer Systems and AD Communications. Working in Riyadh on the prestigious and crucial 'Falcon Eye' element of Project Al-Yamamah, your role will encompass the commissioning, operational establishment and future Research and Development of

this wholly integrated Air Defence system.

Aged 35-50 and either an Engineer or Operator, ideally you will be degree qualified and must have at least 10 years experience - either in the military or in a directly related defence industry. You must also have worked extensively in either Radar, Communications or Computer Systems, within an Air Defence or similar operational environment.

If you have the right skills and experience, you can enjoy a high salary, free of tax, plus benefits which include free messing, free accommodation, free medical care and free life assurance, as well as generous leave and travel paid UK flights.

Add to that substantial discounts on a wide range of Rover cars for you and your immediate family and you begin to get a measure of this unparalleled opportunity for men able to adapt to a fascinating Kingdom, very different in lifestyle and culture to the West.

For further information write enclosing relevant details and quoting ref. no. NN 003 to: The Personnel Officer, Al-Yamamah Business Office, FREEPOST, British Aerospace Defence Ltd, Systems and Services Division, Warton, Preston, Lancs PR4 1BR. Or telephone Preston (0772) 634317.

في المملكة العربية السعودية

سوف تكسب بقدر ما تجتهد



IN SAUDI ARABIA

EVERYTHING YOU MAKE IT

Food, glorious food!



HMS TAMAR made off with the cream of the awards at the Royal Navy's Salon Culinaire, topping the "medals chart" with an impressive collection of seven gold, five silver and three bronze.

Their successes came in a great variety of classes in the competition, ranging from "works in fat" and hot sweets, to "packed meal and napkin", and one of the Hong Kong team, LCK Leung W.W. was awarded the Prix d'Honneur of the event.

The aim of the Salon is to encourage the more senior staff to continue to take up the challenge of competitive culinary work and the juniors to develop their skills in this area.

The display at the Victory Club, HMS Nelson, where the competition took place, certainly indicated that these aims were being realised, with a tremendous variety of decorative, mouth-watering exhibits which clearly compared favourably with the very best in the world of haute cuisine.

The competition is divided into two sections, a Junior Class, for RN personnel within their first three years of training (or under the age of 21 if civilians) and a Senior Class for those more experienced.

It is open for all ships and establishments to enter, including those with civilian contract caterers, and 225 live and static entries were received in this year's event, from 22 shore bases, four ships and two submarines.

Three titles awarded at the Salon are always fiercely competed for — Young Cook of the Year, Leading Cook of the Year, and Young Steward of the Year.

The five best students on their training courses for the year, selected by the RN Cookery School, Aldershot, for the cooks, and the RN Supply School, HMS Raleigh, for the stewards, compete against each other, the cooks preparing a three-course meal and the stewards displaying their serving skills and knowledge.



Pictures — Above, the Tamar team and the exquisite oriental carving in fat which won a gold medal for LCK Leung W.W. (front row, second from left in team photo).

Watt's cooking!

Young Cook of the Year award went to A/CK Craig Watt of HMS Neptune, who also produced the best junior entry in the competition, and the winner of the Leading Cook's award was LCK Neil Harvey from RNAS Culdrose. Both of these winners will receive a week's experience as a chef at the internationally famous Turner's Restaurant in London.

Apologies

The title of Young Steward of the Year was won by WSTD Joanne Williams of CINCNVHOME's Staff, and the runner-up was WSTD Elizabeth Hallam from Staff of FOST. Unfortunately in last month's Navy News we mistakenly identified a picture of Elizabeth as being Joanne. Our apologies to both girls for the error. The real Joanne is pictured below, left.

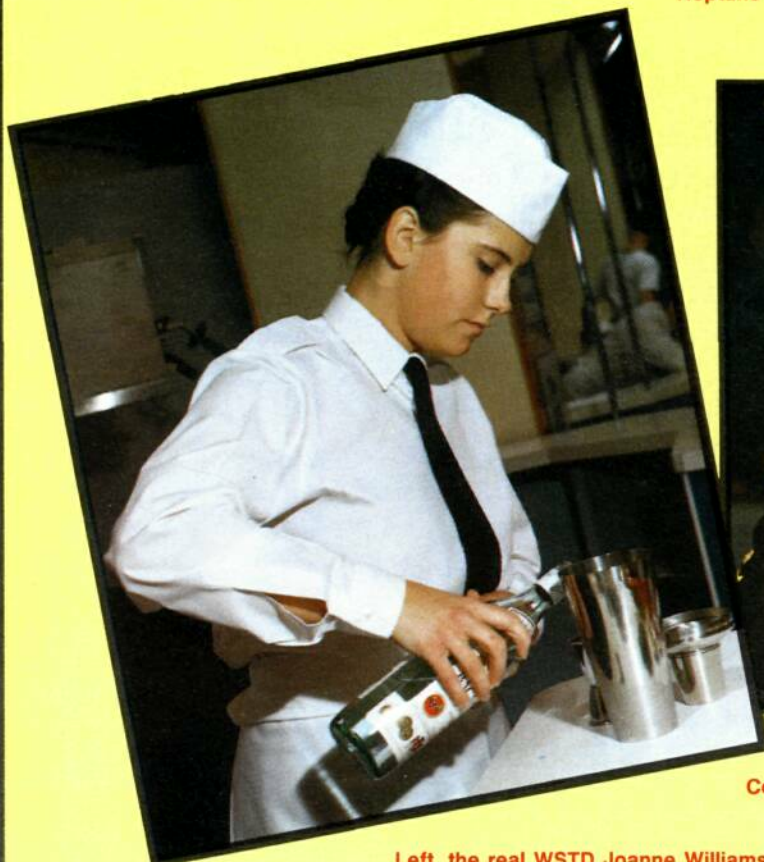
Top sea-going entrant was HMS Nottingham, with a notable haul of medals, two gold, a silver and two bronze.



Photo above: Young Cook of the Year, ACK Craig Watt from HMS Neptune receiving the cook's knife trophy from Mr. C. E. Messant, Master of the Worshipful Company of Cooks.

TOP MEDAL WINNERS

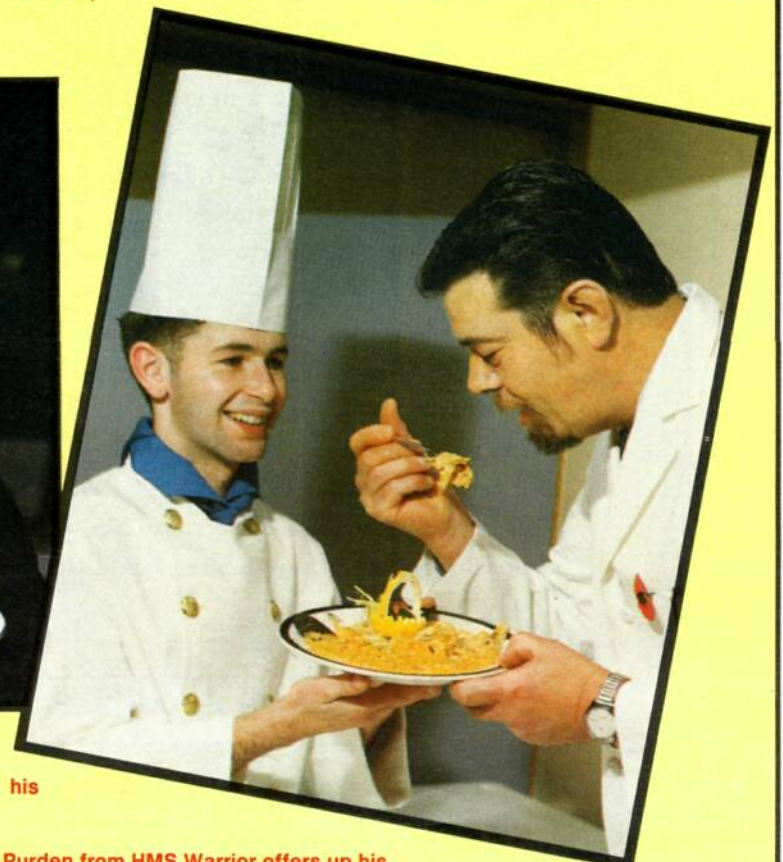
	Gold	Silver	Bronze
HMS Tamar	7	5	3
RNCKS Aldershot	6	2	0
HMS Dolphin	2	4	1
HMS Nottingham	2	1	2
HMS Collingwood	2	1	0
CINCNVHOME	2	0	0
HMS Neptune	2	0	0
HMS Warrior	1	6	1
HMS Osprey	1	1	2
HMS Nelson	1	1	0
HMS Mercury	1	0	1
RNH Haslar	1	0	1
HMS Drake	1	0	0



Left, the real WSTD Joanne Williams (!), Young Steward of the Year, mixes up a cocktail during the contest.



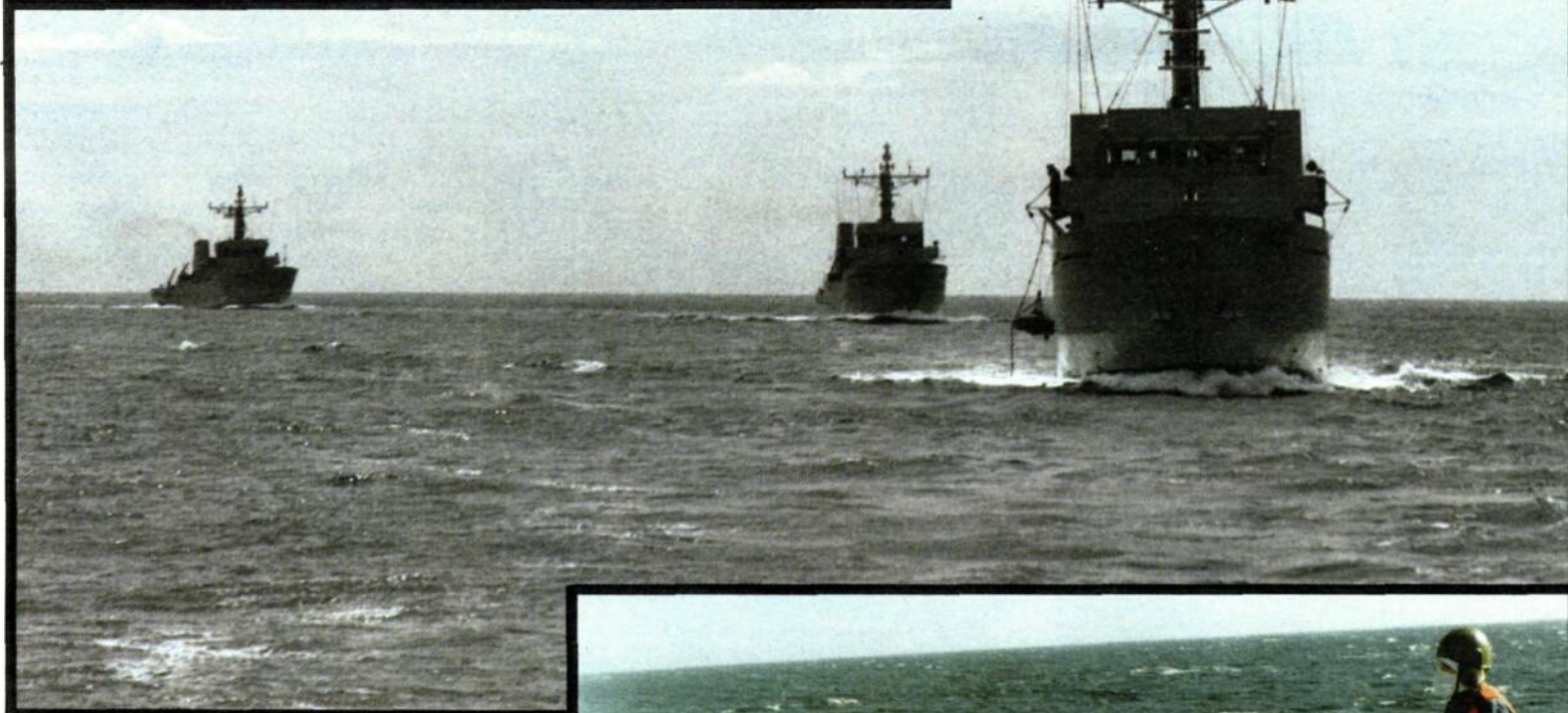
Centre, CK Scott Jowett of HMS Nottingham with his gold-medal-winning Hot sweet.



Right, ACK Angus Purden from HMS Warrior offers up his pasta dish to judge Dick Murzel. Verdict? — a gold medal winner.

Busy times for the small ships of 10 MCM Squadron

RESERVE ELEVEN TRAINING HARD



THE ELEVEN ships of the Royal Naval Reserve's 10th Mine Countermeasures Squadron, based at home ports throughout the UK, have not only been carrying out their own weekend and two-week continuation training periods throughout the past year, but also coming together to participate in exercises which have seen them in France, Spain and Belgium as well as in home waters.

Each of the ships of the Squadron — HMS Arun, Carron, Dovey, Helford, Helmsdale, Humber, Itchin, Orwell, Ribble, Spey and Waveney — has a complement of 26, including extra space for personnel under training. All of the reservists are volunteers, dedicating their spare time from their normal civilian jobs to the efficient operational running of their River-class minesweepers.

Mixed manning has been the norm for some time now, making the Wrens of the Squadron the first at sea in the small ships flotilla.

The main exercise of the year was NATO's "Ocean Safari", when the ships spent a month in Spanish waters, changing over their crews during this period to ensure maximum training and experience for their personnel.

Readiness

During all the continuous training periods the crews refine and practise their skills in all aspects of running an operational warship, with the main emphasis on minesweeping, including team and double Orespesa sweeping.

Firefighting and NBCD skills are regularly practised, culminating in the annual "Its a Knockout"-type contest held at Rosyth — winner of the trophy this year was HMS Humber, crewed by personnel from HMS Cambria, South Wales Division.

Gunnery is not forgotten, with anti-aircraft practice against sleeve targets provided by FRADU. The RNR still retains valuable expertise in this area and numerous compliments regarding the professionalism and accuracy of the crews have been made by the FRADU pilots. (The aircraft were never in any danger!)

Despite the well-publicised cut-backs currently taking place in the Royal Navy Reserve, morale in the 10th MCM Squadron remains high, with a determination to continue to maintain their high standards, and to ensure that their small ships are operationally ready for any eventuality.

Photographs:
Top — HMS Ribble on sweeping exercises.
Centre — A trio of minesweepers from 10 MCM Squadron.
Left — Low-level anti-aircraft shoot with the ship's 40mm close-range gun.

Maybe it's because they're Londoners

BRAVING bitterly cold weather, 50 members of the HMS London 1947-49 Association came aboard the present-day Type 22 frigate, HMS London, at Devonport to tour the ship and meet and reminisce with the current ship's company.

Links between the ship and the association have always been close, but because of London's extremely busy programme during last year this was the first opportunity for some time to renew old acquaintances and strike up new ones.



New look for the Falklands clubs

SAILORS docked at Mare Harbour and visiting Mount Pleasant airport in the Falkland Islands are celebrating the re-opening of their Naafi clubs, following extensive refurbishment.

The two clubs, the Gull and the Dolphin, have been refitted at a cost of £251,000. Much of the money came from Naafi, with club improvement funds and the South Atlantic Fund also contributing.

Work included building raised seating areas, booths, amusement machine areas, snooker room, bar fronts, arches, columns and, in the Dolphin Club, providing a 62x19ft mural depicting a ship's boiler room.

Warm welcome for the Beaver boys

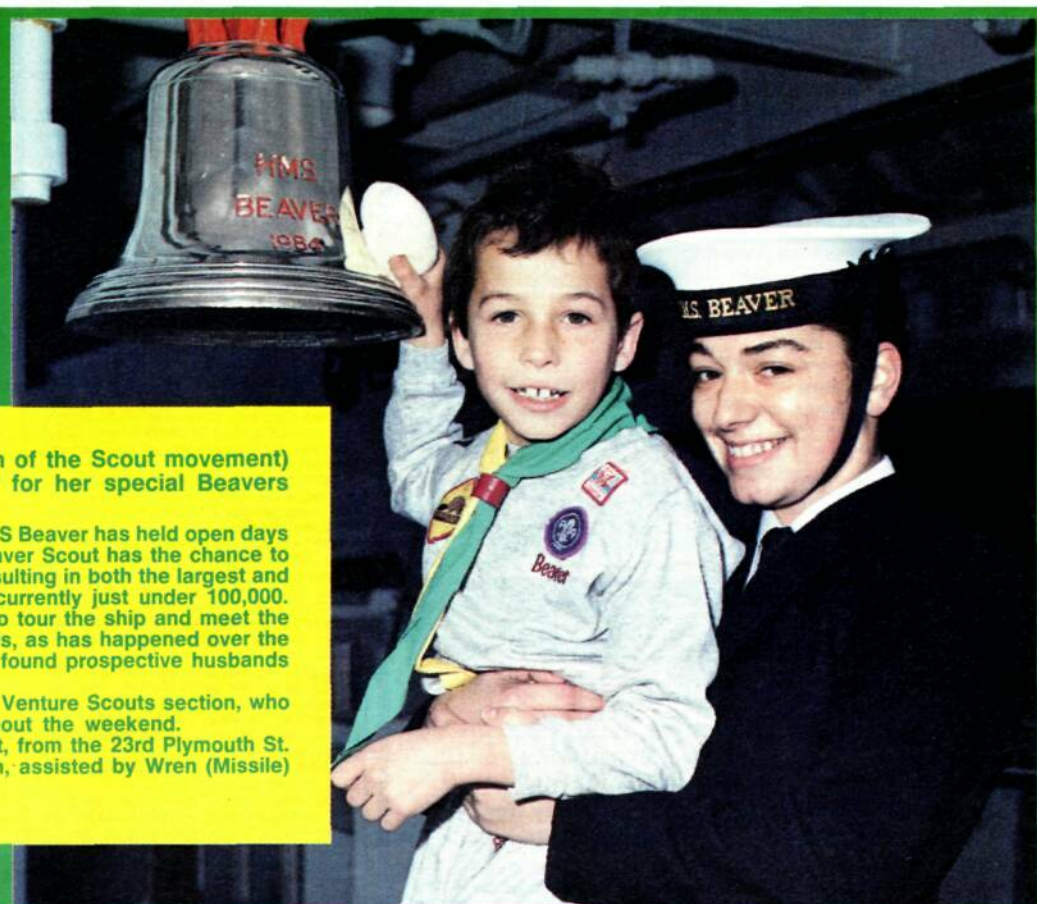
SOME 3,000 Beaver Scouts (the youngest section of the Scout movement) descended on the Type 22 frigate HMS Beaver for her special Beavers weekend, alongside at Devonport.

Since the inception of the Beavers section in 1982, HMS Beaver has held open days for the young Scouts whenever she's in port. Every Beaver Scout has the chance to become an honorary member of the ship's company, resulting in both the largest and the youngest crew of any naval ship in the world — currently just under 100,000.

Beaver Scouts travelled from all parts of the region to tour the ship and meet the crew, and the Royal Navy made many new young friends, as has happened over the past years. Indeed, some female Beaver leaders have found prospective husbands amongst the crew!

The visit was supported by the Scout Fellowship and Venture Scouts section, who provided escorts and carried out other duties throughout the weekend.

Photo, right — Beaver Scout Gary Packer, aged eight, from the 23rd Plymouth St. Mary's Beaver colony gives HMS Beaver's bell a polish, assisted by Wren (Missile) Kerry Pannell.





Notice Board



Points

THE following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at February 1, 1992.

Intermediate (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int" rosters are the basic dates of the top eligible personnel.

The number following the points (or basic dates) is the number of men who were advanced during January.

PO(EW)/RS(W) — Int (7.6.91), Nil; **LS(EW)/LRO(W)** — Int (6.12.91), Nil; **PO(M)** — Int (28.9.90), Nil; **LS(M)** — Int (15.3.91), 2; **PO(R)** — 103 Nil; **LS(R)** — Int (27.9.91), Nil; **PO(S)** — Dry, Nil; **LS(S)** — Int (15.3.91), Nil; **PO(D)** — Int (8.12.89), Nil; **LS(D)** — 235, Nil; **PO(MW)** — Dry, Nil; **LS(MW)** — Int (15.3.91), Nil; **PO(SR)** — Int (9.6.89), Nil; **LS(SR)** — Int (8.12.89), Nil; **PO(SEA)** — Int (9.6.89), Nil; **CY** — 178, 2; **LRO(T)** — Int (5.12.89), Nil; **RS** — 142, Nil; **LRO(G)** — Int (12.3.91), Nil; **POPT** — 137, 2; **RPO** — 88, 1; **POEM(L)(GS)** — Int (10.1.91), 7; **LMEM(L)(GS)** — Int (5.7.91), 1; **POEM(M)(GS)** — 246, Nil; **LMEM(M)(GS)** — Int (9.11.89), 12; **POEM(O)(GS)** — Int (3.7.90), 3; **LMEM(O)(GS)** — Int (18.12.90), 5; **POEM(R)(GS)** — Int (5.3.91), Nil; **LMEM(R)(GS)** — Dry, 6; **POCA** — Int (19.10.89), Nil; **POCK(GS)** — 255, Nil; **LCK(GS)** — Int (31.8.89), 1; **POSTD(GS)** — 647, 1; **LSTD(GS)** — Int (20.2.90), 2; **POSA(GS)** — 419, Nil; **LSA(GS)** — Int (18.10.90), Nil; **POWTR(GS)** — Int (27.7.90), Nil; **LWTR(GS)** — Dry, 6; **POMA** — Int (12.9.89), Nil; **LMA** — Dry, 3; **PO(SM)** — Int (7.8.91), 1; **LS(SM)** — 122, 6; **PO(TS)(SM)** — Int (9.10.90), Nil; **LS(TS)(SM)** — Int (21.5.91), Nil; **RS(SM)** — 169, Nil; **LRO(SM)** — Int (13.3.90), 2; **POEM(L)(SM)** — 356, Nil; **LMEM(L)(SM)** — 87, Nil; **POEM(M)(SM)** — 648, 2; **LMEM(M)(SM)** — 503, Nil; **POEM(O)(SM)** — 228, Nil; **LMEM(O)(SM)** — Int (13.10.89), 2; **POEM(R)(SM)** — Int (5.1.91), Nil; **LWEM(R)(SM)** — Int (16.8.89), Nil; **PO(UW)(SM)** — Dry, Nil; **POSA(SM)** — Int (28.11.90), Nil; **LSA(SM)** — Dry, Nil; **POWTR(SM)** — Int (5.2.90), 1; **LWTR(SM)** — Int 1; **POCK(SM)** — Int, Nil; **LCK(SM)** — 595, Nil; **POSTD(SM)** — 157, Nil; **LSTD(SM)** — 390, Nil; **PO(AH)** — 586, Nil; **LA(AH)** — 588, 2; **POA(METOC)** — Int (13.7.90), Nil; **LA(METOC)** — Dry, Nil; **POA(PHOT)** — 213, Nil; **POA(SEE)** — 291, Nil; **LA(SEE)** — Int (30.6.89), 2; **POACMN** — 452, Nil; **POAEM(M)** — 110, 5; **LAEM(M)** — 161, 6; **POAEM(R)** — Int (8.11.90), 3; **LAEM(R)** — 130, Nil; **POAEM(WL)** — 181, Nil; **LAEM(WL)** — 422, Nil; **POAC** — Dry, 1; **POWREN(R)** — Int (5.3.90), Nil; **LWREN(R)** — Int (5.3.90), 1; **POWREN(RS)** — 97, Nil; **LWREN(RS)** — Int (6.6.89), 2; **POWRENPT** — Int (13.2.90), Nil; **POWREN** — Int (7.11.89), 1; **POWRENCK** — Int, Nil; **LWRENCK** — Int, Nil; **POWRENSTD** — 583, Nil; **LWRENSTD** — Int (20.2.90), 2; **POWRENSA** — 109, Nil; **LWRENSA** — Int (18.10.90), Nil; **POWRENWTR** — Int (13.6.89), 1; **LWRENWTR** — Int (17.10.91), 5; **POWRENWTR(G)** — Int (20.2.90), Nil; **LWRENWTR(G)** — Int, Nil; **POWRENMETOC** — Int, Nil; **LWRENMETOC** — Dry, Nil; **POWRENPHOT** — 213, Nil; **POWRENAEM(M)** — Int (6.7.89), Nil; **LWRENAEM(M)** — 175, Nil; **POWRENAEM(R)** — Dry, Nil; **LWRENAEM(R)** — Int (7.7.89), Nil; **POWRENAEM(WL)** — 107, Nil; **LWRENAEM(WL)** — 176, Nil; **POWRENETS** — 143, Nil; **LWRENETS** — Int (3.7.90), 1; **LWRENTEL** — 239, Nil; **POWRENWA** — Int (4.4.90), Nil; **LWRENWA** — Int (9.10.90), Nil; **POWRENHDYG** — Int (2.4.90), Nil; **POWRENSA** — Int (12.2.91), Nil; **LWRENSA** — Int (28.9.89), Nil; **POEN(G)** — 144, 2; **LENG(G)** — Dry, Nil; **POGN** — Int, Nil; **LMA(Q)** — Dry, 4.

The Basic Dates quoted for the WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR 1066 Chapter 22:

POWREN QA — Int (12.7.91), 1; **POWREN MT** — 656, Nil; **POWREN TEL** — 943, Nil. Roster states do not include the award of the November 1991 C281 merit points which were not available at the time of publication.

Pen Friends

READERS seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, HMS Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Debbie (32), Plymouth, Devon. **Gabrielle** (25), Penzance, Cornwall. **Julie** (35), Porters Bar, Herts. **Kerry** (25), Plymouth, Devon. **Linda** (37), Bristol. **Pauline** (32), Washington, Tyne & Wear. **Tracey** (23), Manchester. **Tracey** (22), Glasgow. **Sharon** (22), Uttrother, Staffs. **Christine** (38), Cardiff. **Audrey** (23), Glasgow. **Vicky** (18), Liverpool. **Anne** (37), Portsmouth, Hants. **Suzanne** (26), Bransholme, Hull. **Louise** (19), Aberdeen, Glam. **Dawn** (35), Shrewsbury. **Kirstie** (20), Coalville, Leicester. **Geraldine** (39), Falmouth, Cornwall. **Janette** (27), South Norwood, London. **Linda** (25), Glasgow. **Claire** (20), Sheffield, Yorks. **Patricia** (35), Glasgow. **Jacqui** (27), Bransholme, Hull. **Janet** (20), Hammersmith, London. **Wendy** (24), Rhyl, Clwyd. **Sharon** (24), St Albans, Herts.

Diana (29), High Wycombe, Bucks. **Miss K.** (18), Acomb, York. **Karina** (20), Northampton. **Josephine** (38), Renfrew. **Kate** (23), Plymouth, Devon. **Andrea** (20), Milton Keynes, Bucks. **Mandy** (26), Chipping Sodbury, Avon. **Julia** (43), Wimborne, Dorset. **Joanne** (26), Wakefield, Yorks. **Maggie** (34), Uttrother, Staffs. **Joanna** (19), Newark, Notts. **Sharon** (30), Dorchester, Dorset. **Carol** (25), Stoke-on-Trent, Staffs. **Michelle** (18), Wellingborough, Northants. **Carol** (34), Havant, Hants. **Joanne** (24), Cobham, Surrey. **Paula** (33), Romford, Essex. **Sarah** (20), Hull, Humberside. **Pat** (41), Exmouth, Devon. **Sue** (32), Hayling Island, Hants. **Shirley** (33), Poole, Dorset. **Jeanine** (20), Wellingborough, Northants. **Barbara** (23), Stanford-le-Hope, Essex. **Janine** (23), Gillingham, Dorset. **Tracy** (25), Prenton, Wirral. **Lynne** (18), Swindon, Wilts. **Sophie** (24), Chiswick, London. **Miss S.** (18), Eastham, Wirral. **Angie** (26), hybrid, Devon. **Claire** (19), Rotherham, Yorks. **Lynn** (40), Portsmouth, Hants. **Anne** (25), Emsworth, Hants. **Margaret** (30), Kings Norton, Birmingham. **Ruth** (37), Torpoint, Cornwall. **Donna** (19), Birmingham. **Andrea** (21), Knaresborough, Yorks. **Ela** (32), Castleford, Yorks. **Jayne** (34), Coningsby, Lincs. **Diane** (24), Hull, Humberside. **Karen** (27), Ramsgate, Kent. **Amanda** (23), Margate, Kent. **Susan** (25), Glasgow. **Margaret** (16), Hull, Humberside. **Rachel** (21), Clapton, London. **Diane** (27), Newark, Notts. **Michelle** (21), Twickenham, Middx. **Jacqui** (22), Exeter, Devon. **Carol-Anne** (20), Edinburgh. **Dianne** (23), Tolnes, Devon. **Sue** (29), Crumlington, Northumberland. **Dionne** (22), Milton Keynes, Bucks. **Linda** (34), Crumlington, Northumberland. **Debra** (23), Hull. **Patricia** (53), Portsmouth, Hants. **Wendy** (30), Stockport, Cheshire. **Claire** (19), Worcester, Northants. **Dee** (26), Hull. **Catherine** (35), Worktop, Notts. **Claire** (17), Stonehouse, Glos. **Anesta** (19), St Albans, Herts. **Hazel** (30), Hull. **Sarah** (25), Warwick, Warwicks. **Julie** (21), Newton Aycliffe, Co. Durham. **Emma** (21), York. **Rosie** (30), Milford Sound, New Zealand. **Helen** (25), Sheffield. **Sandy** (33), Plymouth, Devon. **Deborah** (33), Chatteris, Cambs. **Johanna** (28), Portland, Dorset. **Joanna** (45), Reading, Berks. **Sally** (28), Milford Sound, New Zealand.

Appointments

TWO promotions to vice-admiral are announced among latest appointments.

Rear-Admiral M. H. G. Layard, Director General Naval Manpower and Training, is to be promoted vice-admiral on April 1 and to be Leader of the Officers' Study Group. To be Chief of Staff to CINCFLEET from June, in the rank of vice-admiral, is Rear-Admiral G. W. R. Biggs, at present Commander British Forces Gibraltar.

Succeeding Rear-Admiral Layard in March as DGNMT will be Rear-Admiral N. J. Wilkinson, at present serving in MOD.

Capt. J. T. Sanders, also at present serving in MOD, is to be promoted rear-admiral and to succeed Rear-Admiral Biggs as Commander British Forces Gibraltar in April.

Other appointments recently announced include:

Cdr. T. I. Hildesley, Hurworth in command. April 30.

Cdr. I. Turner, Roebuck in command. Feb. 12.

Lieut-Cdr. B. J. Gerrish, Orkney in command. May 19.

Lieut-Cdr. D. B. Hosking, Sandown in command. July 28.

Vice-Admiral Sir James Weatherall, until recently Deputy Supreme Allied Commander Atlantic, and to retire from the Royal Navy shortly after 37 years service, is to become the Queen's Marshal of the Diplomatic Corps.

Officer Promotions

PROVISIONAL half-yearly selections for promotion from June 30 1992 are as follows. The early promotions to lieutenant-commander are effective on the dates shown:

SEAMAN: To captain — A. J. Lyall, C. V. Ellison, B. A. L. Goldman, A. M. Poulter, P. W. Herington, P. J. Ellis, P. H. Jeffery, N. S. R. Kilgour, R. A. I. McLean, T. P. McClement.

To commander — R. T. Govan, I. Shepherd, P. C. Ingham, G. P. Ramsay, D. C. Grogan, P. N. M. Davies, N. L. Smee, D. H. Durston, P. Lankester, J. Donaldson, M. St. C. Armitage, W. D. Bestall, R. C. Hawkins, M. U. Sloan, I. Moncrieff, T. R. Herman, R. Thoburn, A. J. Rix, N. Beadnell, C. A. Johnson-Burt.

To lieutenant-commander — promoted 12 months early: J. S. Westbrook (effective 1.3.92), A. S. Bell, (1.6.92), promoted six months early — A. M. McKendrick (1.7.92).

M. Harriman (1.10.92), M. J. Parr (1.10.92).

ENGINEERING: To captain — T. Robotham, I. D. G. Franklin, W. B. Harris, R. J. Lord, S. M. Williams, G. D. Challands.

To commander — T. J. Phillips, L. M. Jeram-Croft, D. Strawford, A. C. Matters, R. A. S. Adams, M. C. Robb, I. R. Munro, T. J. Lankester, S. J. Dyer, C. S. Smith, J. Wadham, G. P. Hockley, G. J. Boyce, R. W. Jackman, A. R. Rymer, A. D. H. Mathews, M. B. Alabaster.

To lieutenant-commander — promoted 12 months early: A. Dolton (1.2.92), I. Shipperley (1.5.92), promoted six months early: S. J. Thompson (1.9.92), S. J. Woodcock (1.10.92).

SUPPLY AND SECRETARIAT: To captain — D. R. Humphrey, L. C. P. Merrick, A. J. Wright.

To commander — D. F. Lane, T. J. Hosker, G. E. MacDonald, M. A. Cornberg, T. F. W. Martin.

To lieutenant-commander — promoted six months early — I. T. Lockwood (8.7.92), M. J. O'Grady (16.11.92).

INSTRUCTOR: To captain — P. W. Binks.

To commander — J. P. Ratcliffe, P. Stanley, C. M. Woods.

WOMEN'S ROYAL NAVAL SERVICE: To commander — C. J. Stait.

MEDICAL: To surgeon captain — R. D. Carr, J. R. Haydon.

To surgeon commander — E. H. N. Oakley, J. K. Campbell, R. W. Smith, C. M. James, C. J. G. McArthur.

DENTAL: To surgeon commander (D): C. J. Woodward.

ROYAL MARINES: To colonel: G. F. Smart.

To lieutenant-colonel — J. Q. Davis, R. H. G. Fulton.

To major — J. S. Baxter, M. N. Spicer, M. W. Bibbey, J. V. V. Parker, S. V. Balm.

SD List

THE following candidates have been selected for promotion to Sub-Lieutenant(E)M(E) on the Special Duties List, to date June 15: CME(A)M. P. Berry, CME(A)M(L) P. Morgan, and CPOEA(M)M. A. M. Green, P. J. Southern and J. A. Wilson.

Swap Drafts

LCK(C) Currier, 3K Mess, HMS Argyll. Will swap for any Portsmouth-based ship, deploying or not.

ALROG Selway, 3L Mess, HMS Cleopatra, drafted FOF3 (Shore) Portsmouth. Will swap for any Plymouth shore base.

LWTR Caddy, 2F Mess, HMS Birmingham, drafted HMS Centurion, May. Will swap for any Portland base — Poole and Yeovilton also considered.

CWEM(R) Spencer, HMS Coventry, drafted FOST (Comms) Portland, May. Will swap for any Plymouth shore base or ship in refit.

WRENA(B) Walsley, RNEWOS, RAF Wyton, tel. 0480 52451 ext. 82807. Will swap for Cudrose or Plymouth draft. Must be AB(R) or AB(WA), preferably PV.

CK Speelman-Kelley, HMS Ark Royal, ext. 507, deploying September. Will swap for any Rosyth-based ship, deploying or not.

CK Black, HMS Ark Royal, deploying September. Will swap for any Rosyth or Portsmouth-based ship, deploying or not.

POME(M) Oakley, HMS Andromeda. Will swap for any Portsmouth Leander or LFS.

NA1(AH2) Farrand, HMS Heron, drafted HMS Fearless, July. Will swap for any Yeovilton-based squadron.

POMEA(M) Cookson, HMS Norfolk (tel. 0752 509531), drafted HMS Neptune, March. Any other draft considered.

WRENSA Powell, HMS Illustrious, ext. 53600/52817 (in refit in Plymouth). Will swap for any Portsmouth shore base.

NA(AH) Mowatt, Main Gate HMS Nelson, drafted 849 NAS, May. Will consider swap for any other draft.

WRO Gooding, Commcen, MHQ Pitreavie, ext. 4273, drafted NWD Crypto, May. Will swap for Pitreavie but will consider any Scottish draft.

LSTD Gilbert, Ross House, HMS Daedalus, ext. 4500, drafted HMS Sheffield, April. Will swap for any Portsmouth-based ship, deploying or not.

WRO Clarke, RM Condor, Arbroath (tel. 0241 72201 ext. 2075), drafted Commcen, Pitreavie, July. Will consider any southern region draft, preferably south west area.

RO1(G) Mills, Northwood ext. 5083, drafted HMS Invincible, May (PV billet). Will swap for any Portsmouth-based ship or shore base.

WRENWTR Johns, HMS Invincible, deploying May. Will swap for any ship not deploying.

LMEM(M) Christie, HMS Invincible, deploying May. Will swap for Portsmouth-based Type 42.

LWEM Purdy, HMS Nottingham. Will swap for any carrier.

LSA Rowe, HMS Amazon. Will swap for any Devonport-based ship, preferably Type 22 or Survey class, deploying or not.

LSA Kenny, HMS Raleigh, ext. 41421, drafted HMS Royal Arthur, March. Will swap for any Devonport shore establishment or ship in refit.

LCK Wright, HMS Quorn. Will swap for any Portsmouth-based ship.

WRO1 Robinson, HMS Warrior (Commcen), ext. 5507, drafted Warrior (NILU) — PV billet). Will consider any swap, preferably Portsmouth shore base.

LWEM(R) Porter, 3HA Mess HMS Boxer, deploying May. Will swap for Devonport ship, home waters, preferably DED, RPS.

LRO(G) Mason, HMS Gloucester, drafted HMS Middleton April. Will swap for any Portsmouth-based ship.

LCK Tolley, 2Q(S) Mess, HMS Newcastle, deploying May. Will swap for Portsmouth base or ship not deploying.

A/LRO(G) Stark, HMS Southampton. Will swap for any Rosyth-based Type 42, preferably not deploying, but anything considered.

LS(M) Jess, HMS Invincible, ext. 443. Will swap for any Portsmouth-based Type 42. Must be ADAWS, RF/DF trained.

CPOEA(EL) Sibley, HMS Sultan, ext. 2515. Will swap for any Plymouth-area shore base.

LSTD Stephenson, Wardroom, HMS Nelson, ext. 24182, drafted HMS Avenger, April. Will swap for any Portsmouth-based ship.

POAEM(M) Adams, 815 Sqn, Portland, ext. 2497, drafted 360 Sqn, March. Will swap for any Yeovilton second line unit, eg. AMG 899 Sqn.

CPOEA(AD) Carr, HMS Collingwood, ext. 744, drafted HMS Argyll, Sept. (Plymouth-based). Will swap for any Portsmouth-based ship.

POMEA(EL) Richards, HMS Cumberland, drafted HMS Sultan in CPO billet, April. Will swap for any shore base in Devonport area.

CK Jackson, HMS Birmingham, drafted HMS Osprey, June. Will swap for any shore base in Portsmouth area.

LWREN(ETS) Chappell, HMS Rooke, drafted HMS Warrior, May. Will swap for any Scottish draft.

WRO1 Biggs, Commcen Yeovilton, ext. 6372/6116, drafted Commcen Northwood (PV billet), May. Any swap draft considered.

LWRENRO Rawlings, FONA Commcen Yeovilton, ext. 6371/6372, ERD April 1993. Will consider Whitehall swap.

WREN(R) Crossan, COMMOW Ops Rm., Rosyth ext. 64290, or Wrens Qtrs. 62452. Will swap for any Portland/Yeovilton/Portsmouth shore base.

WRENWTR(AB) Caunter, RAF Brampton, Huntingdon (tel. 0480 52151 2696). Will swap for any draft except Scotland. Must be PV.

LS(M) D. Gilman, 3Q HMS Chatham, deploying May-Dec, will swap for any Devonport ship not deploying, or shore base.

WTR P. McDonald, HMS Amazon, will swap for any Devonport-based ship, preferably Type 22 or Survey class, deploying or not.

LCK Marsden, LH Mess, HMS Chiddingfold, STANAVFORCHAN deployment until May, will swap for any Rosyth-based ship not deploying until September.

Promotions to Chief

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion in January:

OPERATIONS BRANCH

SEAMAN GROUP

To CPO(OPS)(EW) — A. D. Oldfield (Dryad), S. R. Biddiscombe (Lancaster), G. A. Malcolmson (Jupiter), M. R. W. Findlay (Dryad), S. M. Pearce (Dryad).

To CPO(OPS)(R) — K. Powley (Sheffield), D. F. Seely (Dryad), S. J. Catterall (Ceres), M. A. Barker (Ark Royal), R. J. Pavey (Dryad), B. R. Samuel (Nelson), D. J. Brennan (Cardiff), L. Hammond (849 Sqn HQ), A. G. Waring (RAF Boulmer), I. S. Hardie (Dryad), R. J. Baldock (Arrow), S. K. Cook (Wildfire), C. M. Simmonds (Invincible).

To CPO(OPS)(S) — R. R. Rimmer (Campbelltown).

To CPO(SR) — K. J. Jeffery (Dryad).

(COMMUNICATIONS GROUP), REG and PT.

To CRS — A. G. Eastwood (Dragon), G. Torney (Northwood COM/CRYPTO), N. D. K. Sabin (SCU Leydene), R. F. Frost (Andromeda), M. Rodulson (President).

MARINE ENGINEERING

To CME(L) — B. Peters (FOSF Eng Portsmouth), S. K. Wright (Sultan), W. G. Price (FOSF Eng Portsmouth), S. Stockdale (Scylla), V. J. Corney (Sultan), M. G. Danby (Leeds Castle), R. W. Gordon (Portsmouth FMRO), D. J. Box (Boxer), D. Chrystal (Cornwall), G. Giles-Payne (Battlesaxe), L. J. Huntington (Defiance FMB), A. J. Keay (Beaver), J. Scott (Sultan).

To CPOCA — K. I. Morris (Beaver), R. G. Epton (Nelson), T. M. Carew (Jupiter), M. A. Walsh (Dartmouth BRNC), M. E. Welch (Raleigh).

To CPOCK — T. P. Mcowat (Herald), N. G. Brown (Neptune), M. J. Smith (SRA)Gosport).

MEDICAL BRANCH

To CPOMA — R. F. Beck (RM Plymouth), D. W. Morton (RNAS Portland), S. W. Fowler (Nelson NBOD), D. Darbyshire (RNH Haslar), I. R. Pinkney (Gloucester), J. R. Whalley (CTCRM Lymington), A. J. Holtham (Swifsure), P. A. Stock (Trenchant), D. Rawson (Vanguard Port).

SUBMARINE SERVICE

To CPO(COXX)(SM) — A. J. Jeffery (Torbay), J. Bullock (Valiant), D. P. Roberts (Tribune), J. R. Hendren (Sceptre).

To CPO(OPS)(S)(SM) — C. Clarke (Osiris), D. Skipper (Neptune SM3), A. P. Boyling (Capt. SM2).

To CPO(OPS)(TS)(SM) — R. J. Williams (Tiresias), T. A. Morgan (Dolphin Sm Schil), B. Tate (Neptune SM3), T. E. Searle (JAAC Farnborough), C. S. Rowley (Spartan).

To CRS(SM) — J. Berry (Resolution Stbd), M. Pitt (Captain SM2).

To CWEM(O)(SM)/CPO(UW)(SM) — R. N. Hopwood (Neptune NT), K. M. Costello (Re-

venge Port), W. Sinclair (Neptune NT). **To CWEM(R)(SM)** — M. Coleman (Collingwood).



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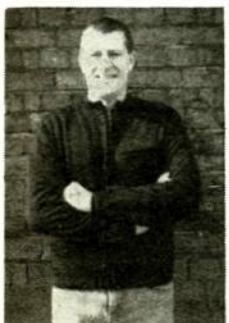
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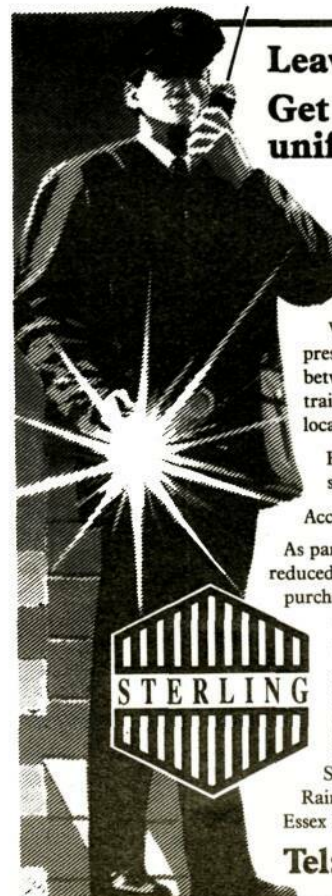
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Facing each other in the Navy Cup Hockey Final were brothers SA Neil Cunningham (Nelson), on the left, and SA Alan Cunningham (Cochrane), on the right, both of whom are Navy Under 21 players. Stepping in between them is Cochrane goalkeeper Lwem Pils Holstead.

TRIUMPHANT END TO AN 18 YEAR HOCKEY CAREER

AFTER narrowly losing to HMS Nelson in the Navy Cup Rugby Final, HMS Cochrane took its revenge in the equivalent event for hockey. An inspection of the Burnaby Road pitch prompted officials to switch the venue to Alexander Park, where the Astro surface was unaffected by frost and ice.

Following a tentative start Cochrane soon settled and after 10 minutes Terry Spinks earned a short corner, which was nearly converted. Two minutes later a fine solo run by Guy Dale-Smith finished with a well-placed shot and Cochrane went 1-0 ahead.

Spinks then earned another shot, which Dale-Smith converted to make it 2-0, with Brian Henry and Richie Newport in midfield, Cochrane started to dominate.

A fine move by Henry and Spinks allowed Dale-Smith his hat-trick and just before half-time he scored his fourth.

Cochrane's defence relaxed after the interval, while Nelson played their best hockey yet and pulled back two goals. But

Cochrane then stepped up a gear, with Jerry Scarlett on the right wing and Paddy Porter on the left prominent.

From another short corner Dale-Smith raised his tally to five and two minutes from the end Spinks rounded the keeper and passed square for Paddy Porter to score Cochrane's sixth. Final score: 6-2 to HMS Cochrane.

This was Terry Spinks' final game. He retired from the Combined Services and Navy squads last year due to injury and now looks forward to a fine retirement. He thanks Navy hockey secretary Lieut.-Cdr. Alan Walker for his help over the 18 years of his playing career.

With his Navy Cup Final

winner's medal, Terry has gained every medal for hockey in the Services. Congratulations!

Hers indoors

HMS COLLINGWOOD hosted the 1992 Women's Inter-Service Indoor Hockey Championships. The very competitive play provided an enjoyable day for all taking part and spectating. But no-one enjoyed it more than the Army, who won both their games and took the title.

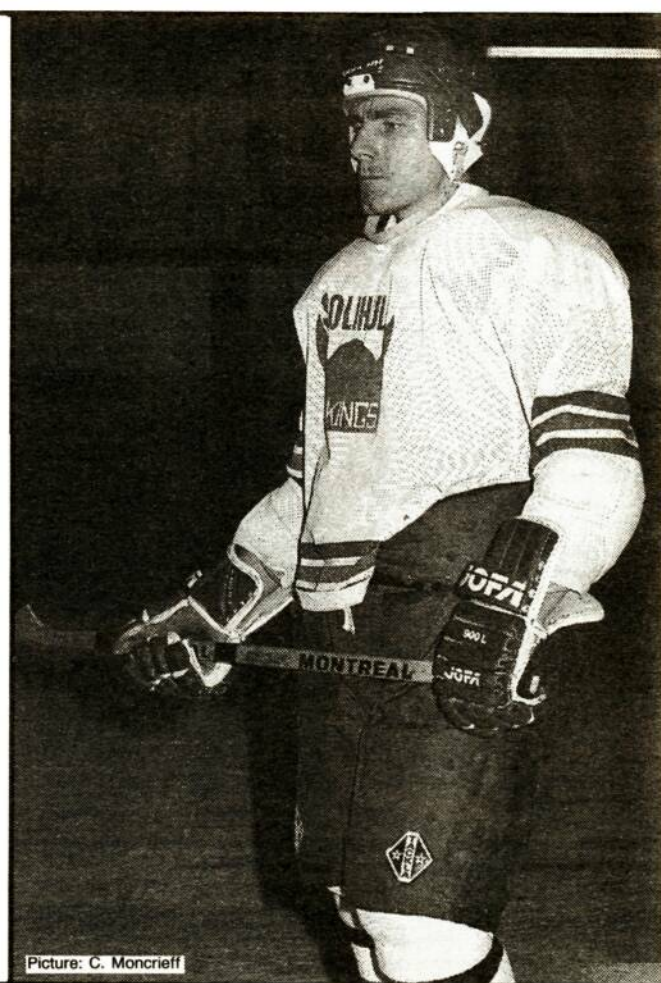
OF ICE & MEN

THEY say ice hockey's the toughest game in the world and anyway, who'd want to argue the point with LREG Andy Leddington (Dryad).

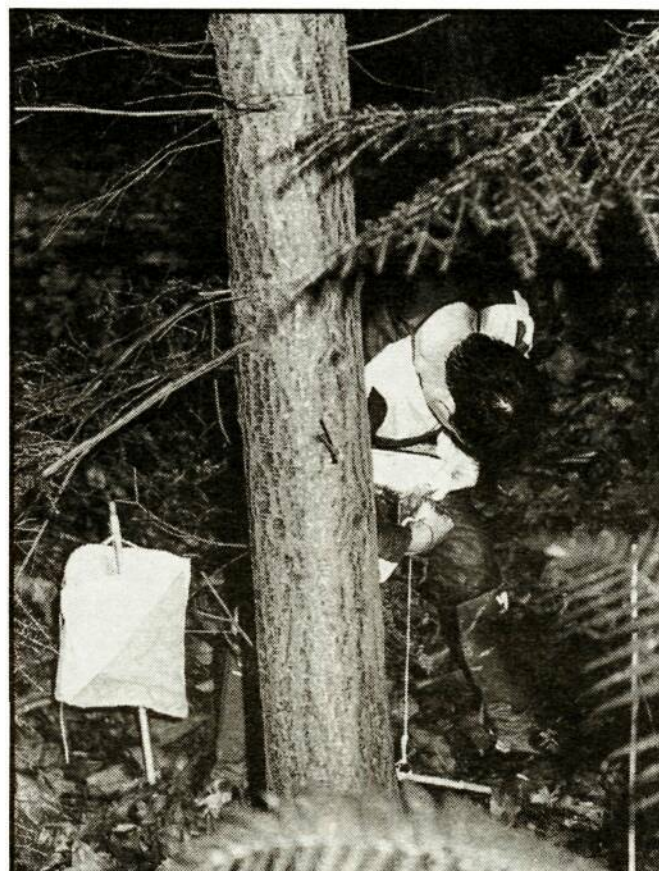
Back in September 1990 a number of MEMs from HMS Sultan got together to play and the group has since gone from strength to strength, now comprising some 35 payers from across the Portsmouth area. Its official formation took place in March last year and since then its organisation has improved.

Coached by Paul Woodford and another civilian from Southampton, the team are resplendent in kit bought with money donated by HMS Sultan. They've just had their inaugural game, and although they lost 12-1 to Gosport they are determined to make a better showing in the scheduled rematch.

Anyone interested in playing — and all standards are welcome — should contact CCPO Howard Spicer on Sultan ext. 2500 or LReg Leddington on Dryad ext. 4614.



Picture: C. Moncrieff



Officers get their bearings

DARKEST Plym Forest, Plymouth, provided the cover for the 1991 Royal Navy/Royal Marines Orienteering Championships.

Over 130 competitors enjoyed an excellent day's sport as they tackled the courses planned by Lieut.-Cdr. Ted Heath (Manadon).

Individual results were: 1. Maj. Michael Wimpenny (3 Cdo Bde HQ and Signal Sqn RM); 2. Surgeon Lieut. John Colbeck (Cdo Log Reg RM); 3. Maj. Lungmuss (29 Cdo Reg RA) and 4. Lieut. Skinner (CTCRM).

In a desperately close team competition, CTCRM just defeated 29 Commando Regiment RA; less than 10 minutes separated the six-man teams after more than nine hours running.

John Colbeck is pictured (left) deep in the forest at the final control on his way to second place overall.

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Splendid season



FOR the golfers of HMS Osprey, the 1991 season proved to be a driving success from the outset.

There was the very successful outing to the Navy Air Command Championships at Troon in May, when the team collected the trophy for the individual Handicap.

Team Scratch and Team Handicap then won the Harry Megson Trophy in early July, the Navy Cup in late July and finished in October by taking the trophy at the annual triple-headed match between Osprey, Dorset Police and RAC Bovington.

In all, Osprey's golfers have played their most successful season for many years. A full fixtures list ensured plenty of competitive golf for honing skills.

Pictured are some of the Osprey golfers with Capt. Alastair Ross, Captain of HMS Osprey, who is a keen 18 handicapper and has represented the team.

U21 CHAMPS

JANUARY 26 saw the Royal Navy Under 21 rugby team beat the Army U21s at Burnaby Road by 21 points to 3 and thus become this season's Inter-Service Champions, writes Capt. Bob Fletcher RM.

In a game dominated by Navy forward power, tries were scored by their captain, Simon Gay, Mnes. Joe McGough and Nick Holden and AEM High-tower Harrison.

This season also saw the Navy Youth perform well in the county championships, with wins against Somerset and Gloucestershire. No longer will they be regarded as the Divisional whipping boys.

Selection of eleven players in the Combined Services squad added the icing to the cake in their most successful season for four years. Such recognition and developing players bode well for the Navy's senior side in seasons to come.

AT A moving ceremony in the China Fleet Country Club, Surgeon Lieut.-Cdr. (D) Phil Guest received the Royal Navy Golf Association's "Golfer of the Year"

IN BRIEF

trophy from Mrs Sue Wright, widow of WO Brian "Shiner" Wright.

Brian, who died last year, was a Royal Navy golfer of many years standing and the trophy has been named in his memory. It was purchased with donations from DML, Plymouth Command Golfing Society, Portsmouth Royal Navy Golf Club and the Royal Navy Golf Association.

Mrs Wright was accompanied by her daughter Julie and son Jeff, a Leading Writer in HMS Drake.

□ □ □

Former Royal Navy officer Trevor Hargreaves, who went on to serve as a commander in the Sultan of Oman's Navy, has been appointed Plymouth Albion's general manager.

Trevor is quite at home in the world of rugby, having played for US Rosyth and represented the Royal Navy and United Services.

□ □ □

The family of a Royal Marine who captained England's rugby team before the Second World War, have presented the Corps with a portrait of him.

Charles "Tankie" Webb is shown in his England kit. Also presented were the caps Tankie (6ft 3ins and 17 stone) won while playing for England, United Services Plymouth and the Royal Navy.

A survivor of the Prince of Wales sinking, Tankie was rescued by a Malay fishing boat and evaded capture by the Japanese. After the war he served as a RM policeman at Devonport and later as a member of the reorganised MOD police.

□ □ □

One hundred year old Tom Dimmick from Taunton, the RN's oldest surviving ex-physical training instructor, returned to Portsmouth to see eight newly-qualified PTs display their skills.

□ □ □

Capt. Frederick Hefford RN (retd.), of 20 Stootley Rise, Haslemere (0428 651440), has succeeded Maj. R. B. Stacey RM (retd.) as Hon. Sec. of the Portsmouth Services Fly Fishing Association.

The Association rents and operates some six miles of the R. Meon and two of the R. Itchen (where good grayling are also to be found). The season runs from April 3 to October 31 and while there is a two to three year waiting list for former members of the Armed Forces, those still serving can gain immediate entry.

Subscription for 1992 is anticipated to be £140. The entrance fee is £20.

□ □ □

With a total of 78 points, HMS Dryad streamed away from rivals to win the Royal Navy Women's Inter-Establishment Competition. HMS Collingwood and HMS Nelson drew for second place on 60.

In the squash and table tennis Dryad were unstoppable; playing seven and winning seven in the former and playing four and winning four in the latter. They also won the hockey 6s, beating HMS Heron B 1-0 in the final.

HMS Collingwood won the netball, HMS Seahawk won the badminton and HMS Heron won the indoor hockey.

□ □ □

HMS Sultan won the Inter-Unit Team Fencing Knockout, beating teams from throughout the Royal Navy and Royal Marines. The squad comprised Lieut.-Cdr. Nigel Huxtable, Lieut. Tim Keneally and Lieut.-Cdr. David Foster.



Sport



Ski whizz!

TWO men's and one ladies' team represented the Royal Navy in the Combined Services Dual Slalom at the Daily Mail Ski Show, held at Earl's Court. The Men's A team won the competition, while the Men's B team took the Plate.

Pictured being congratulated by the Second Sea Lord, Admiral Sir Michael Livesay (centre) are the triumphant A squad — Lieut. Cormac Hamilton RM (CTCRM), skipper Capt. Keith Mills RM (CTCRM), Mid. Rob Moir (BRNC) and Cpl. Dave O'Connor (CTCRM).

BRACE OF TROPHIES FOR RNAC

AN EXCELLENT team performance in the 9-mile Southern County Cross Country Championships in London saw the Royal Navy Athletic Club finish 10th of 157, despite being two key runners down.

RNAC retained the Hampshire Cup for the second year — as the first team from the area with 12 runners to finish — and won the E. Tomlinson Memorial Trophy for finishing first among those teams which hadn't finished in the top three in the Southern Counties in the previous 10 years.

There was a huge field of over 1,200 runners. Mne. Garry Gerrard, who led the team home, started the race cautiously in deference to a forthcoming trip to the operating theatre, but had no problems and finished a marvellous seventh.

He now hopes to be selected to compete in the World Cross Country Trials this month. CPO Graeme Riley found the 200m uphill start a bit taxing on the legs but soon recovered to find great form. He finished 49th.

Other results: 98, Sub-Lieut. Steve Gough; 130, CPO Rich. Heselden; 148, Cpl. Al Spurden; 173, Surgeon Lieut.-Cdr. Simon Sheard; 186, CPO Bill Davidson; 199, Lieut.-Cdr. Bob Chapman; 226, POA Mick Cave; 231, Cdr. Al Rich; 244, POMEM Mick Derrane and 367, POA Steve Cox. Reserves PO Andy Peacock and Mr. Les Harper both had excellent runs.

RNAC Juniors fielded six in the junior event. They found the 6-mile course tough and the opposition a bit strong. They finished 12th, a creditable performance considering this was their first major competition.

Results: 96, MEA Halsey (Sultan); 111, MEM Gray (Sultan); 121, WEM Houchin (Collingwood); 122, WEA Van Geen (Collingwood); 127, MEA Chambers (Sultan) and 130, MEA Combe (Sultan).

RNAC's coming track and field fixtures will take place on the following dates: May 9, May 23, June 2-0, July 11, August 1 and August 15. Venues have yet to be finalised, but it seems likely that the first fixture will be held in Jersey. Any athletes interested in competing for RNAC this summer should contact CCMEA G. Riley at NTG HMS Sultan ext. 2609.

Twickenham beckons

RUGBY League has never been a "recognised" sport in the Royal Navy, despite being played nationally by over 1,000 amateur clubs as well as the 36 semi-professional clubs in the Rugby Football League.

Letter

The amateur game is administered by the British Amateur Rugby League. BARLA are interested in promoting the playing of Rugby League in the RN, with the aim of having the game included in the official list of recognised sports, and thus receiving the same financial benefits available to Rugby Union in the Service.

To this end, BARLA are compiling a register of Forces personnel interested in having a go at Amateur Rugby League. Write to the Rugby League National Development Officer, Mr Tom O'Donovan, West Yorkshire House, 4 New North Parade, Huddersfield, West Yorkshire HD1 5JP.

Rugby Union players are advised that under the "free gangway" agreement between the two codes they cannot be victimised by the Union authorities for playing the much quicker and tougher game of Rugby League.

POMA David Rawson, RNH Haslar.

CRISPEN Read, South West Divisional scrum half pretender before suffering a leg injury at the beginning of last season, is now fully fit and back playing rugby for Plymouth Albion. He has also been selected for the Royal Navy squad in their build-up in preparation for the Army/Navy game at Twickenham on March 21, writes Capt. Bob Fletcher RM.

Now serving as a sub-lieutenant in HMS Drake, Read is hoping to secure team selection above Mne Paul Livingstone who has served the Royal Navy and Combined Services well over the past five seasons.

The Royal Navy squad reflects the influence of youth development with nine ex-Colt and U21 players making the grade at senior level, a notable absentee being England U21 player Lieut. Mike Tanner who is at present undergoing Royal Marines Young Officer training.

The captain for the side has been nominated as Lieut. Ian Dixon serving with HQ TRF RM at Poole. He is an ex-Scottish Students/Scotland U21 player, who this season is vice-captain of promotion-contenders London Scottish.

The squad comprises: PO Kevin Bethwaite (DNR Carlisle); LPT Phil Hague (HMS Lancaster); Lt.-Cdr. Chris Alcock (HMS Ark Royal); Mne Glen O'Laughlin (RM Poole); LSeaman(M) Les Oman (HMS Illustrous); SLT Richard Perkins (RNEC/Warwick University); SLT Crispin Read (HMS Drake); Captain Bill Dunham (CTCRM); POPT Les Clay (HMS Cornwall); LSeaman(R) Nick Bartlett (HMS London); Cpl Steve Trench (CTCRM); MEM Bob Milne (HMS Heron); LPT Ian Russell, Lt. Ian Dixon (HQ TRF RM); LPT Bobby Armstrong (Cdo Log Regt RM); Surg. Lt. Bruce Powell (RNH Stonehouse); Sub-Lt. Andy Kellelt (RNEC); Lt Simon Phillips (DNR Manchester); LPT Paul Livingstone (RM Plymouth); PO Ewan Cowie (HMS Seahawk); AB Ossie Melbourne, Mid Chris Cowan (BRNC Dundee University); AEM Scobie Letherland (HMS Osprey);

LPT Dale Smallman (HMS Sultan); POPT Steve Jones (BRNC).

Fixtures: Wed 29 Jan v Cambridge University, Cambridge, 1430; Wed 5 Feb v Oxford University, Burnaby Road, 1430; Tue 11 Feb v Bristol, Bristol, 1900; Wed 19 Feb v

Civil Service, Chiswick, 1430; Tue 3 Mar v Plymouth Albion, Beacon Park, 1915; Wed 4 Mar v Cornwall, Rectory, 1900; Tue 10 Mar v Public School Wanderers, Rectory, 1900; Sat 21 Mar v Army, Twickenham, 1500; Sat 28 Mar v RAF, Twickenham, 1500.

Marines give cause to rue invitation

THE Army Apprentice Training College, Harrogate, was where the Royal Marines rugby team completed their clean sweep against the sides in Army Merit Table One.

A second dropped goal by out-half Cpl Dave McDonald from 45 Commando RM Arbroath clinched victory in a hard-fought encounter, during which the Royal Signals tried to thwart the Marines' efforts in achieving their aim. The final score of 13 to 6 included an opportunist try by wing forward Mne Nick Holden (40 Commando) who touched down after following up a mis-kicked penalty attempt.

The Royal Marines had been invited by the Army Rugby Corps Committee to participate in the Merit Table and agreed with permission from the Royal Navy Rugby Union.

The other fixtures saw wins against REME, Royal Artillery, Royal Engineers and the Infantry with aggregate points of 150 for to 32 against.

After the Royal Signals match the Merit Table Trophy was presented by General Archie Birtwhistle to Cpl Ivor Bevan, the Royal Navy and Combined Service prop forward who had been appointed captain for the day on his retirement from representative rugby.

Full results: Royal Marines 26, Royal Engineers 16; Royal Marines 45, Royal Artillery 3; Royal Marines 52, Infantry 0; Royal Marines 14, REME 7; Royal Marines 13, Royal Signals 6.

BASKETBALL STRETCHES ITS APPEAL

A HIGH standard characterised the play at the RN Basketball Championships held at HMS Temeraire. Portsmouth clinched the title, beating Plymouth 71-57 in the final. This reversed last year's result.

The preceding games finished as follows: Portsmouth 63, Royal Marines 42; Naval Air 81, Scotland 51; RM 47, Plymouth 77; Portsmouth 84, NA 57; Plymouth 95, Scotland 37; RM 62, Scotland 25; Plymouth 86, NA 42; Scotland 46, Portsmouth 85; NA 57, RM 72.

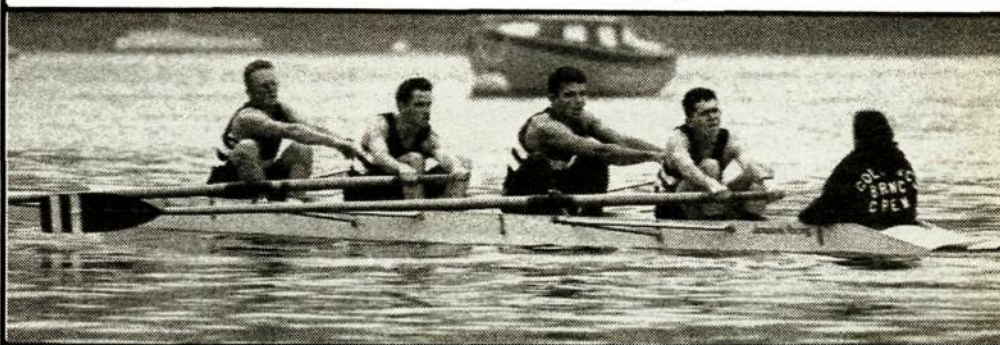
Interest in the sport now seems to be stronger than ever and with the WRNS trying to organise a team it is hoped to enter the Inter-Service Championships fielding senior, under 21 and women's teams.

Anyone interested in playing,

coaching or officiating in this sport is requested to contact the Secretary, Lieut.-Cdr. Steve Fuller at HMS Temeraire (ext. 23741).

● First RN Under 21s Basketball Competition was held at HMS Collingwood and contested by a home side and teams from HM ships Sultan and Dryad. Main aim was to gauge available talent for April's Inter-Services. The final match was between HMS Collingwood and HMS Sultan. Sultan won at the very end after an excellent display by all players.

Britannia duffs opposition



BRNC's Open Coxed IV caught on their way to winning the Plum Pudding Blade.

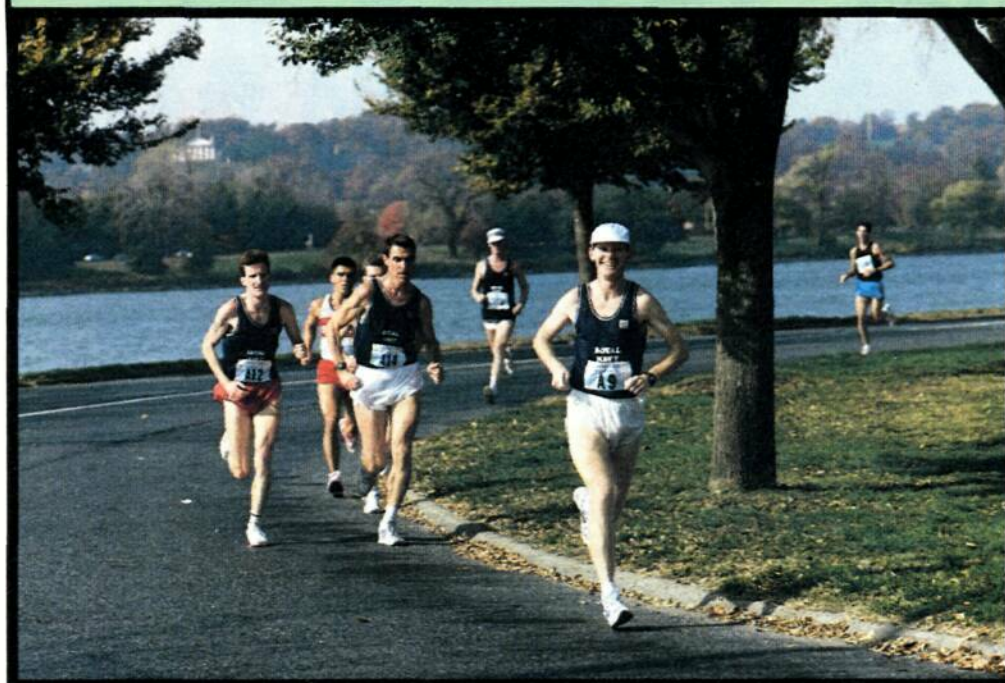
FOR the second year running the Royal Navy and Royal Marines Plum Pudding Regatta has been held at Britannia Royal Naval College on the River Dart.

There was a high turnout of boats from Plymouth, Portsmouth and Naval Air Commands. Four divisions competed over the 2.5 mile course, with trophies and plum puddings being awarded to the winner and runner-up in each division.

The Plum Pudding Blade was awarded to BRNC, who recorded the fastest time of the day in their Men's Open Coxed IV. While one of the most impressive performances of the regatta came from the HMS Daedalus Coxless Pair of Lieut. A. Cameron and LAEM B. Kemp.

Results were as follows: Division I (Men's Open Coxed IV): 1, BRNC (12.18); 2, RN Squad (12.24); 3, RNEC (14.07). Division II (Men's Novice Coxed IVs): 1, RNEC A (14.22); 2, RNEC B (14.40); 3, HMS Daedalus (15.35); 4, HMS Sultan (18.06). Division III (Ladies Novice Coxed IVs): 1, HMS Heron (16.15); 2, BRNC (17.46); 3, RNEC (18.45). Division IV (Men's Coxless Pairs): 1, HMS Daedalus (13.10); 2, HMS Heron (16.25).

Outstanding team performance in Washington



SUB-Lieut. Steve (Ginge) Gough, running his first serious marathon, led home the victorious Royal Navy team when they beat the US Marine Corps in the Washington Marathon for the second year in a row.

Captained by Cdr. Al Rich, the team comprised experienced road runners, although three of the six were running in Washington for the first time.

By mid-point it was clear the British team were looking strong. They were helping each other to pull back the leading American runner and get away from the rest bar one of the USMC team.

By 20 miles the writing was on the wall and Gough, looking more comfortable as the race wore on, was closing on the leaders. At the finishing line, which he reached in 2 hours 32 minutes in 14th place overall, he looked as though he'd just finished a pleasant training run.

He was followed home in

rapid succession by Cpl Chris Cook (2:33), Rich (2:34), POWTR Andy Peacock (2:34), LA(AH) Jim Young (2:37) and POSA Mick Cave (2:45). The only threat came from Sgt Manny Estrada, who finished among the RN runners in 2:34.

Sporting

Rear Admiral Paul Hoddinott, British Naval Attache, again handed over the Victory Trophy to the Royal Navy team, cheered enthusiastically by the defeated but sporting US Marines.

This outstanding team performance by the RN was a tribute to their preparation and dedication. Four of them claimed personal best performances for the race.

With 13,000 runners, the Washington Marathon is the fifth biggest in the States. USMC are determined to win back the Victory Trophy and competition next year promises to be tougher than ever. The Royal Navy cannot be complacent; all potential participants should contact Al Rich on Northwood ext. 5444 to try for a place on the team.

Pictured left: Fresh as a daisy, Sub-Lieut. Steve Gough at the 17-mile point in the USMC Marathon leads a group of runners, including team captain, Cdr. Al Rich, POWTR Andy Peacock and POSA Mick Cave (in the cap at the back).

Smale and Wiseman unbeaten

PORTSMOUTH Command won the Inter-Command Badminton Championships at HMS Sultan, which saw some highly competitive and spirited play despite all five Commands being without some of their top players.

Fleet Air Arm were just beaten into second place, while the Royal Marines and Scotland tied for third.

Pompey's success was mainly due to the veteran doubles pairing of POPT Pete Smale and CPO Richard Wiseman, who won all 12 of their games. Other notable performers from the Command were PO Ian Carr and Sub-Lieut. Bill Dawson in the doubles and CPO Archie Freebairn, who won all his singles matches.

Challenge

FAA's challenge was led by Lieut.-Cdr. Geoff Rowlands/CPO Ted Hill and Cdr. Rhod Palmer, the reserve, who between them won 11 of the 12 doubles. New pairing NA Paul Martell and Lieut. Steve Mansfield contributed eight wins to the Air cause, as well as winning a special award as the most successful pair without Navy team players.

The special award for the best non-Navy team singles player went to Mnc. Richard O'Connor. He and Sgt. Colin Gillingham each won six singles matches. Scotland's best came from doubles players PO Jimmy Duke and CPO Chris Beaman.

Only woman playing in the tournament was Mid Louise Eastwood, who teamed up with Lieut. David Hill to win six of Devonport's seven victories; a very creditable performance against strong mens pairs.

Result: Portsmouth 42, Air 35, RM 23, Scotland 23 and Devonport 7.

Hendon Games

HMS Collingwood's annual sports fixture against the Metropolitan Police College, Hendon — the Hendon Games — took place this year at the naval establishment.

Personnel under the age of 20 years 6 months were chosen to compete at rugby, football, hockey, swimming, cross-country and volleyball and Collingwood triumphed in every event!

SHIPMATES ARE DRAWN AGAINST EACH OTHER



POSING proudly (left) are the men of Birmingham II, who won through to the semi-finals of the Dubai International Rugby Sevens.

HMS Birmingham's visit to Abu Dhabi coincided with the event, third largest sevens tournament in the world. Thanks to sponsorship from DNPTS, CoF Fund, the Sports Lottery and Spinneys, together with contributions from players, the destroyer was able to enter two teams.

The competition was split into three leagues — International, Gulf and Social, in the last of which Birmingham's two teams competed with Gulf State second teams and the German side Aachen, the eventual winner.

Both Birmingham squads reached the quarter finals — where they were drawn against each other! A hard-fought game ended in a 4-4 draw. The "sudden death" extra time — first

team to score wins — was equally aggressive.

Matters were settled in favour of Brum II when LPT Tiny Nash scored in an exciting 22 yard dash with a three man overlap. The team next met the Dubai Dragons, playing on home ground. The Dragons scored first, but the sailors equalised before half-time.

A second try by the Dragons shortly before the final whistle effectively knocked Birmingham out of the competition, with a final score of 8-4.

Back row (from left) LS Mick Robinson, LPT Tiny Nash, Lieut. Paul D'Arcy, Sub-Lieut. Ned Kelly and POMEA Tommy Cooper. Front row: AB Ticker Hart, LWEM Steve Maden, POMEA Bill Page and Sub-Lieut. Fergus Patterson.

Soccer managers think again as Navy's winning run ends

ON A chilly evening, when Gloucester County FA were the visitors to Burnaby Road in the South West Counties Competition, the Royal Navy lost their 100% record, writes Lieut.-Cdr. Jim Danks.

Adapting better to the conditions, the visitors ran out 5-2 winners after an entertaining match in which they were generally in control.

Slack defensive play allowed Gloucester a 3-1 lead at half-time. The Navy's goal had come from POPT Vince Hall (Raleigh) from the penalty spot after a header by Daedalus's LPT Steve Riley was handled on the line.

Within ten minutes of the restart Sgt. Tiv Lowe (CTCRM) scored with a fine shot from the edge of the area, but Gloucester scored twice more for a convincing win.

A week later the RN team played host to a Portsmouth FC XI, containing inter-

national Mark Kelly and several players with first team experience. Not overawed, the Navy twice went close to taking the lead, before conceding a goal.

On the stroke of half-time they got on level terms. When a corner was only partially cleared, POWEM(R) Steve Johnson (Collingwood) fastened on to the ball and crossed into the six yard box. Alan Gough in goal could only knock the ball against Riley, from whom it rebounded into the net.

WOPT Tommy Johnson introduced five new players in the second half and they took time finding their rhythm. LREG Kevin O'Donnell (Neptune) was prevented from giving the Navy a lead by a fine save. And he will rue his poor use of a chance five minutes later when he shot wide with the goal at his mercy.

With time running out, Gale scored the winner for Portsmouth. This defeat and that by Gloucester will give the management food for thought as they prepare for games against Sussex in the SWCC and then

the Prison Service.

The match against Pompey was preceded by a very entertaining game between Ports-

THIS year sees the 21st anniversary of the founding of the Royal Navy Football Association Referees' Society. To mark the occasion a dinner is to be held in the Royal Sailors Home Club in Portsmouth on the evening of July 3.

If you have ever been a member of the RNFA Referees' Society, why not come and renew old friendships and help celebrate this special event — you will certainly be most welcome.

For further information please contact Lieut. Frank Wood at RNAS Yeovilton. Tel. 0935 455556.

mouth and RN Veterans in which ten goals were shared. There was much fine play to admire and none better than

David Lancaster's opening goal for the Navy Veterans which followed a four-man move down the right.

The matches had been arranged as a contribution towards the fund-raising for the family of the late LPT Tony Partridge and £190 was collected on the evening through programme sales and a raffle. RNFA would like to thank all concerned.

BOTH matches played by Combined Services on the Saudi Arabian leg of their Middle Eastern tour resulted in victories for the visitors, who are being skippered by Sgt. Tiv Lowe, Royal Marines.

Tiv scored the only goal in the first match, when CS met probably their weakest opposition, Royal Saudi Air Force Technical Studies Institute.

Second match saw CS beat a Royal Saudi Air Force Select XI 2-0. Johnson played a part in the build up to the first goal, headed in by Sgt. Craig Gill RAF and later in the match hit the crossbar.

A corner flighted in by Lowe

was headed home by Cpl. Alan Pluckrose RAF for the second.

HAVING previously trounced a team from HMS Onslaught, Blyth Police were full of confidence for their match against HMS Osiris and within five minutes of the start only a timely goal-line clearance by LMEM Leo Sayer prevented them going ahead.

But the submariners settled and began to turn the game, although the match to-ed and fro-ed, with both sides going close. The break came for Osiris on the stroke of half-time, when the ball was cleared from defence to a charging MEM Lou Carroll, who rifled a shot through a packed penalty area from 25 yards.

With more possession in the second half, the police remained unable to break through. LSA Phil Langley, substituted in goal, pulled off a string of miraculous saves.

Osiris' second goal came after a quickly taken free kick. The ball broke to CPO George Campbell, who, with time to look up, curled in a delightful right-footed shot.

On Active duty in the Falklands

LEADER of the Fourth Frigate Squadron, HMS Active sailed in January for South Atlantic service and will be on station as the tenth anniversary of the Falklands campaign begins.

The Active was part of the Corporate task force and has a number of the ship's company of that time on board for her third return to the area.

Later she will act as West Indies guardship.

This year promises to be another busy one for all six ships of the Fourth.

HMS Avenger has been West Indies guardship since before Christmas, also providing the naval element to the UK's military commitment to Belize.

She has played an integral part in the fight against narcot-

ics, working closely with US drug enforcement agencies and local island security services.

After several goodwill visits to various Caribbean islands HMS Avenger returns to the UK in April.

Meanwhile, HMS Arrow sailed for Mediterranean area duty in January, and sister ships HMS Alacrity and Ambuscade will be taking part in a large NATO exercise.

Following her return from West Indies deployment at the end of last year, HMS Amazon will operate in UK waters.

Shock for Inverness



UNDERGOING a shocking experience in the Firth of Forth is the new Sandown class mine-hunter HMS Inverness.

Over a two week period charges of high explosive were detonated close to the ship to assess her survivability after which she underwent a full non-destructive examination of her structure and equipment. At the end of the trials the Inverness proved herself to be totally shock proof.

Picture: Defence Research Agency (Maritime Division).

Bari ceremony

At a ceremony at the Bari Commonwealth War Graves cemetery, Lieut.-Cdr. K. M. Napier laid a wreath on behalf of all UK military forces in Italy.

Many of the local British and Italian communities attended, together with representatives of several ex-Service organisations.

The price of victory

WHEN a conquering Roman general returned home in triumph, a half-naked slave stood behind him at the grand march-past to remind him quietly "Hominem te memento" — remember you are only a man.

So what do the British do? According to Admiral Sir John (Sandy) Woodward, the Falklands Battle Group Commander, we have civil servants instead — "better dressed, but just as necessary".

Concluding his gripping and often moving memoirs, just published, Admiral Woodward recalls how one of his first official letters on arriving home after the successful Falklands campaign pointed out that the regular review of his entertainment expenditure showed that in the last quarter — "during which time I had been a bit busy" — he had spent a total of £5.85.

So they had "accordingly revised your entertainment allowance down by £1.78 per day. Furthermore, we have backdated

this revision to that of your promotion in July 1981 last year. As a consequence you have been overpaid £649.70. We should be glad to receive payment of this, in full, at your earliest convenience."

Briefly the admiral thought it was a joke. But quickly realising it wasn't, he wrote back asking for time to pay, suggesting £100 a month — and, "considerately, they agreed".

He says, "I suppose I should have thrown a lavish victory party in Hermes, then it would not have happened. Serves me right for not entering into the spirit of things."

Saying that at least the letter brought him down to earth with a considerable thump, he adds, "This country really does have its own wonderful way of ensuring that no-one gets too big for his boots. Perhaps that has preserved us from a home-grown Hitler, or a Mussolini, or a Stalin, or even a Galtieri or a Saddam Hussein."

● Admiral Woodward's book, "One Hundred Days" (published by HarperCollins), which centres on the drama of the South Atlantic conflict, tactics and personal feelings, will be reviewed in our next edition.

CORNWALL DATE FOR PRINCESS



"SAYING it with flowers" are Laura and Pamela Revill, daughters of CCWEA Steve Revill, as they presented Princess Diana with a bouquet during a private visit to HMS Cornwall.

Princess Diana launched the Devonport-based Type 22 frigate in 1985 and has regularly visited the ship since.

She was escorted on board by Flag Officer Plymouth Vice-Admiral Sir Alan Grose and after meeting the Cornwall's commanding officer, Capt. Paul Branscombe, and the ship's company Princess Diana presented long service and good conduct medals.

Wrens go for gold



WITH a stylish flourish Capt. Peter Wykeham-Martin, of CINNAVHOM, displays artistic licence in helping Lieut. Alison Hawes and Sub-Lieut. Sandra Watts put the finishing touches to their new gold badges of rank.

WRNS officers and ratings have previously worn blue braid and badges on their uniform, but now they are falling into line with their male counterparts by wearing gold and red.

The old blue insignia should largely disappear by the beginning of April.

Doctors on top

TWO Royal Navy surgeons are taking part in next month's assault on Mount Everest via the West Ridge — often said to be the most dangerous route.

Surg. Lieut.-Cdr. Andy Hughes and Surg. Lieut. Pete Davis, both from RNH Stonehouse, will be joined by Lieut. Steve Bell, RMR, and Staff Sgt. Chris Barnes, currently serving with the Royal Marines in Germany, on the 18-man expedition led by Col. Mike Kelford of the 7th Gurkha Rifles.

New submarine tugs ordered

A £10 million order has been placed for two new submarine berthing tugs which will operate at the Clyde submarine base.

Delivery of the 530-tonne tugs is due in Spring 1993. Their five-man crew will be drawn from the RMAS.

Cuts in naval support

MEASURES announced last summer to restructure naval support have now been largely confirmed, affecting about 2,500 civilian posts, and with inevitable redundancies.

The Government spoke of the need to balance the support infrastructure with front-line strength, and said the savings generated were essential for

maintaining the Navy's front-line strength as required for Britain's defence for the '90s.

The programme involves Ro-

syth dockyard, HMS Daedalus, HMS Nelson (Gunwharf) and a number of stores depots, and is timed for various dates between this year and 1996.



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